

# The Hongkong Telegraph.

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MONDAY, SEPTEMBER 16, 1907.

一拜禮 號六十月九英港香

\$30 PER ANNUM. SINGLE COPY, 10 CENTS.

## Banks.

### YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP ..... Yen 24,000,000  
RESERVE FUNDS ..... " 14,550,000

#### Branches and Agencies.

TOKIO. CHEFOO.  
Kobe. TIENTSIN.  
OSAKA. PEKIN.  
NAGASAKI. NEWOHANG.  
LONDON. DALNY.  
LYONS. PORT ARTHUR.  
NEW YORK. ANTUNG.  
SAN FRANCISCO. LIOYANG.  
HONGKONG. MUKDEN.  
HOMBAI. TIE-LING.  
SHANGHAI. CHANG-CHUN.  
HANKOW.

#### Head Office:—YOKOHAMA.

HONGKONG:—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent.  
per Annum on the Daily Balance.

On fixed deposit:—  
For 12 months ..... 5% p.a.  
" 6 " ..... 4% " "  
" 3 " ..... 3% " "

TAKAO TAKAMICHI,  
Manager.

Hongkong, 6th April, 1907. [17]

### INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES  
IN CHINA, THE PHILIPPINE ISLANDS AND  
THE REPUBLIC OF PANAMA.

CAPITAL PAID UP ..... GOLD \$2,500,000  
RESERVE FUND ..... ABOUT MEX \$5,000,000  
..... GOLD \$2,250,000  
..... ABOUT MEX \$5,000,000

#### HEAD OFFICE:—

60 WALL STREET, NEW YORK.  
LONDON OFFICE:  
THREADENEEDLE HOUSE, E.C.  
LONDON BANKERS:  
BANK OF ENGLAND.  
NATIONAL PROVINCIAL BANK OF  
ENGLAND, LIMITED.  
THE CAPITAL AND COUNTRIES BANK, LTD.  
BRANCHES AND AGENTS ALL OVER THE  
WORLD.

THE Corporation transacts every Description  
of Banking and Exchange Business,  
receives Money in Current Account, at the  
rate of 2% per annum on daily balances and ac-  
cepts Fixed Deposits at the following rates:—  
For 12 months 4 1/2 per cent. per annum.  
" 6 " 4 " " "  
" 3 " 3 " " "

No. 9, Queen's Road Central,  
Hongkong.

W. M. ANDERSON,  
Manager.

Hongkong, 24th July, 1907. [18]

### DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP:—Sh. Tael 7,500,000

#### HEAD OFFICE:—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

#### BRANCHES:

Berlin Calcutta Hamburg Hankow  
Kobe Peking Singapore Tientsin  
Tsinanfu Tsingtau Yokohama

FOUNDED BY THE FOLLOWING BANKS AND  
BANKERS:

Koenigliche Seehandlung (Preussische  
Staatsbank)  
Direction der Disconto-Gesellschaft  
Deutsche Bank S. Bleichroeder  
Berliner Handels-Gesellschaft  
Bank fuer Handel und Industrie  
Robert Warnecke & Co.  
Mendelssohn & Co.  
M. A. von Rothschild & Soehne Frankfurt  
Jacob S. H. Stern a/M.  
Norddeutsche Bank in Hamburg, Hamburg,  
Sal. Oppenheim jr. & Co., Koeln.  
Bayerische Hypothek und Wechselbank,  
Muenchen.

#### LONDON BANKERS:

Messrs. N. M. Rothschild & Sons.  
The Union of London and Smith's Bank,  
LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY.  
DIRECTION DER DISCONTO GESELLSCHAFT.  
INTEREST allowed on Current Account.  
DEPOSITS received on terms which may be  
learned on application. Every description of  
Banking and Exchange business transacted.

F. JUNG,  
Manager.

Hongkong, 11th January, 1907. [24]

### NEDERLANDSCHE HANDEL- MAATSCHAPPIJ.

(Netherlands Trading Society.)

#### ESTABLISHED 1824.

PAID-UP CAPITAL FL 45,000,000 (5,375,000).  
RESERVE FUND FL 5,000,000 (L 417,000).

#### Head Office:—AMSTERDAM.

#### Head Agency:—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai,  
Rangoon, Samarang, Sourabaya, Cheribon,  
Tegal, Pecalongan, Paseroean, Tjilatjap,  
Padang, Medan (Deli), Palembang, Kota-  
Radja (Acheen), Bandjermasin.  
Correspondents at Macassar, Bombay, Colombo,  
Madras, Pondicherry, Calcutta, Bang-  
kok, Saigon, Haiphong, Hanoi, Amoy,  
Yokohama, Kobe, Melbourne, Sydney,  
New York, San Francisco, &c.

#### LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S  
BANK, LIMITED.

THE Bank buys and sells and receives for  
collection Bills of Exchange, issues  
letters of credit on its Branches and corre-  
spondents in the East, on the Continent, in  
Great Britain, America, and Australia, and  
transacts banking business of every description.

#### INTEREST ALLOWED.

On Current Accounts 2% per annum on daily  
balances.  
Fixed Deposits 12 months 4% per annum.  
" 6 " 4% " "  
" 3 " 3% " "

J. L. VAN HOUTEN,  
Agent.

Hongkong, 8th June, 1907. [20]

## Banks.

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$10,000,000  
RESERVE FUNDS:—  
Sterling ..... £1,000,000 at 2/- = \$10,000,000  
Silver ..... \$11,750,000

RESERVE LIABILITY OF PROPRIETORS \$10,000,000

#### COURT OF DIRECTORS:

G. H. Medhurst, Esq., Chairman.  
Hon. Mr. Henry Keswick, Deputy Chairman.  
A. Fuchs, Esq. E. Shellen, Esq.  
E. Goetz, Esq. R. Shewan, Esq.  
A. Haupt, Esq. H. A. W. Slade, Esq.  
C. R. Lenzmann, Esq. H. E. Tomkins, Esq.  
A. J. Raymond, Esq.

#### CHIEF MANAGER:

Hongkong:—J. R. M. SMITH.

#### MANAGER:

Shanghai:—H. E. R. HUNTER.

LONDON BANKERS:—LONDON AND COUNTRY  
BANKING COMPANY, LIMITED.

HONGKONG:—INTEREST ALLOWED:

On Current Account at the rate of 2 per Cent.  
per Annum on the daily balance.

#### ON FIXED DEPOSITS:

For 3 months, 2 1/2 per Cent. per Annum.  
For 6 months, 3 per Cent. per Annum.  
For 12 months, 4 per Cent. per Annum.

J. R. M. SMITH,  
Chief Manager.

Hongkong, 17th August, 1907. [21]

### HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted  
by the HONGKONG AND SHANGHAI  
BANKING CORPORATION. Rules may be  
obtained on application.

INTEREST on deposits is allowed at 3% PER  
CENT. per annum.

Depositors may transfer at their option  
balances of \$100 or more to the HONGKONG AND  
SHANGHAI BANK to be placed on FIXED  
DEPOSIT at 4 PER CENT. per annum.

#### For the HONGKONG AND SHANGHAI BANKING CORPORATION,

J. R. M. SMITH,  
Chief Manager.

Hongkong, 12th January, 1907. [22]

### THE CHARTERED BANK OF INDIA.

AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE:—LONDON.

PAID-UP CAPITAL ..... £ 800,000

Shortly to be increased to £1,200,000

RESERVE FUND ..... £1,075,000

Shortly to be increased to £1,475,000

RESERVE LIABILITY OF PROPRIETORS ..... £ 800,000

INTEREST ALLOWED ON CURRENT  
ACCOUNT at the rate of 2 per cent. per  
annum on the Daily Balances.

On Fixed Deposits for 12 months 4 per cent.  
" 6 " 3 1/2 " "  
" 3 " 3 " "

JOHN ARMSTRONG,  
Manager.

Hongkong, 15th May, 1907. [23]

### NEDERLANDSCH-INDISCHE HANDELS BANK.

(NETHERLANDS INDIA COMMERCIAL BANK.)

#### ESTABLISHED 1853.

Authorized Capital, FL 15,000,000 (L 1,250,000).

Subscribed Capital, FL 10,000,000 (Paid-up).

Reserve Fund ..... FL 2,112,570.36 (L 176,048).

#### Head Office:—AMSTERDAM.

Sub-Office:—THE HAGUE.

#### Head Agency:—BATAVIA.

BRANCHES:—At Singapore, Sourabaya, Sama-  
rang, Indramajoe, Bandoeeng and Welte-  
vreden.

CORRESPONDENTS:—At Cheribon, Tegal, Peca-  
longan, Macassar, Pontianak, Padoag,  
Medan, Penang, Rangoon, Calcutta, Bom-  
bay, Madras, Colombo, Karachi, Djeddah,  
Hongkong, Saigon, Shanghai, &c.

#### BANKERS:

London: {The Williams Deacons Bank, Ltd.  
Swiss Bankverein.

Paris:—Comptoir National d'Escompte de Paris.

Berlin:—Deutsche Bank.

Brussels:—Banque de Paris et des Pays Bas.

Vienna:—Union Bank.

Rome:—Banca Commerciale Italiana.

THE BANK buys and sells and receives  
for collection Bills of Exchange, issues  
Letters of Credit payable in all important places  
of the world and transacts every description of  
Banking and Exchange business.

On Current Accounts at the rate of 2% per  
annum on the daily balances.

On Fixed Deposits: 12 months 4% per annum.  
" 6 " 3 1/2 " "  
" 3 " 3 " "

J. BOETTJE,  
Manager.

16, Des Voeux Road Central. [19]

### Notice of Firm.

### INTERNATIONAL SLEEPING CAR

#### and

### EXPRESS TRAINS Co.

#### (THE

### GREAT TRANS-SIBERIAN ROUTE

#### TO EUROPE.)

HAVING been appointed AGENTS for  
the above Company, we shall be  
pleased to give any information as to rates of  
passage, &c., in connection with above.

SHEWAN, TOMES & Co.

Agents.]

Hongkong, 31st July, 1907. [707]

## Mails.

### PENINSULAR AND ORIENTAL

### STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

SHANGHAI ..... OCEANA ..... About 20th Sept. } Freight or  
Capt. W. Hayward, R.M.R. } Passage.

LONDON, &c., via usual Ports {MALTA ..... 21st Sept. } See Special  
of Call ..... Capt. R. A. Peters, R.M.R. } Advertisement.

LONDON and ANTWERP ..... NAMUR ..... About 9th Oct. } Freight and  
via SINGAPORE, PENANG, ..... Capt. H. W. Kenrick, R.M.R. } Passage.

COLOMBO, PORT SAID and MARSEILLES

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 16th September, 1907. [2]

## Intimations.

### LANE, CRAWFORD & CO.

JUST RECEIVED.

NEW STOCK OF

"WALK OVER"  
BOOTS

BLACK AND BROWN,

\$10.50 per pair.

SATISFACTION GUARANTEED WITH EVERY PAIR.

### LANE, CRAWFORD & CO.

### GUINNESS'S EXTRA QUALITY

### STOUT.

### "HORSEHEAD" BRAND.

\$20.00 per Cask of 4 Doz. Quarts.

\$24.00 " " 8 " Pints.

\$27.00 " " 12 " Splits.

LESS 10% OWING TO HIGH RATE OF EXCHANGE.

CALDBECK MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS,

15, Queen's Road Central.

Hongkong, 13th September, 1907. [138]

### HONGKONG, CANTON AND

### MACAO STEAMBOAT CO.,

### LIMITED.

### EXCURSION TO MACAO.

On SUNDAY, the 22nd September,

THE Company's Steamship

### "SUI-AN"

will depart from DOUGLAS WHARF at 9 A.M.

Returning from Macao at 5 P.M.

Luncheon and Refreshments supplied on board.

Saloon, Return Fare ..... \$4.00

" " on the following day ..... 5.00

" Single " ..... 2.00

Popular Excursion Rates as usual.

Children under 12 years Half-Price.

NO CHITS will be accepted and servants' passage must be paid for.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and  
from Hongkong at 1 P.M. from the Company's Wharf. This steamer connects with the  
returning steamer from Macao.

W. E. CLARKE,  
Secretary.

Hongkong, 16th September, 1907. [79]

## Intimations.

One of the most prominent Medical men of  
China said:

"Where Bear Brand Milk is  
Known, the public will  
have no further com-  
plaint as to their milk  
supply."

For Sale at

THE SAVOY,

in Queen's Road Central and at their Branch Store in Kowloon.

THE MUTUAL STORES,

and all its BRANCHES.

WATSON & CO., LD.,

and the Agents—

F. BLACKHEAD & Co.

Hongkong, 24th January, 1907. [30]

THE CITY OF PARIS,  
PARISIAN DRESSMAKERS AND COURT MILLINERS,  
2, PEDDER STREET, MADAME FLINT, MANAGERESS.

JUST RECEIVED A LARGE CONSIGNMENT OF  
LADIES' HATS, TOQUES & BLOUSES  
DIRECT FROM PARIS.

PRICES VERY MODERATE. [39]

### CHAMPAGNE.

G. H. MUMM & CO.

THE MOST POPULAR WINE

Can be had in the following qualities:

EXTRA DRY (Gout Americain).

BRUT (Cordon Rouge).

Sales in the United States exceed the total of  
all other Brands.

Served in all Clubs and First-class Hotels,  
and obtainable at all Wine Merchants in the  
Colony, and from Shewan, Tomes & Co., sole  
agents. [545]

## Hotels.

### TIFFIN

SERVED ESPECIALLY FOR BUSINESS-MEN

AT THE

### CONNAUGHT HOTEL,

1.00 to 2.00 o'clock.

CHEAP MONTHLY RATES. [749]

### HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Night.

Hongkong, 21st June, 1907.

A. F. DAVIES,

Manager. [56]

### VICTORIA HOTEL,

(TELEGRAMS—VICTORIA—SHAMEN).

SHAMEN, CANTON.

ON THE BRITISH CONCESSION.

H. HAYNES,  
Manager.

### MACAO HOTEL,

(TELEGRAMS—FARMER—MACAO).

MACAO, CHINA.

IN THE CENTRE OF THE PRAIA GRANDE.

Capt. T. AUSTIN,  
Manager.

BOTH HOTELS ELECTRICALLY LIGHTED AND UNDER EXPERIENCED  
EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND  
TOURISTS. [25]

W. FARMER, Proprietor.

### HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PEAK, near the TIAN THERMIST, Tel. 55.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1904. [10]



## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,353 tons	Captain S. Bell Smith.
"POWAN,"	2,338 "	" H. J. Black.
"FATSHAN,"	2,260 "	" C. V. Lloyd.
"KINSHAN,"	1,995 "	" B. Brauch.
"HEUNGSHAN,"	1,998 "	" R. D. Thomas.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).

The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday, at 9 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5:30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SUI-AN,"	1,651 tons	Captain W. A. Valentine.
"SUI-TAI,"	1,651 "	" G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.

On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.

The Company also runs a steamer from Macao on Sunday morning at 7:30 A.M. and from Hongkong at 1 P.M. from the Company's wharf.

Departures from Macao to Hongkong on week days at 7:30 A.M. and 2 P.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	219 tons	Captain W. Reynell.
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Departures from Macao to Canton on Monday, Wednesday, and Friday, at 9 A.M. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM,"	588 tons	Captain J. Willox.
"NANNING,"	509 "	" Mackinnon.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8:30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—  
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.  
Hotel Mansions, (First Floor), opposite the Hongkong Hotel,  
Or of BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LTD.  
Hongkong, 12th September, 1907.

## EXCURSION TO MACAO.

THE FAST AND SPLENDID STEAMER OF  
THE COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME-ORIENT  
S.S. "PAUL BEAU"

will leave Hongkong, on SUNDAY, 22nd inst. (weather permitting) at 9 A.M., and return from Macao at 5:30 P.M. the same day.

First Class single passage	.....\$2.00
" return "	.....4.00
Second " single "	.....1.00
" return "	.....1.50

## MEALS AND REFRESHMENTS SUPPLIED ON BOARD.

The steamer will be berthed at the Company's Wharf both here and at Macao. Passages can be booked at the office of the undersigned until 5 p.m., on Saturday, the 21st, or on board on day of sailing.

For further particulars, please apply to

BARRETTO & CO.,  
Agents.

Hongkong, 16th September, 1907.

## REGULAR HONGKONG-CANTON LINE OF STEAMERS

COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU,"	1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN,"	1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line. Departure from Hongkong at 9:30 P.M. (Saturdays excepted). Departure from Canton at 5:15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine. The Company's Wharf is at the end of Wing Lok Street (Tram Station). Canton Agents:—Messrs. E. Pasquet &amp; Co. For further particulars, please apply to—

BARRETTO & CO.,  
Agents.

Hongkong, 5th April, 1907.

## WEST RIVER BRITISH STEAMSHIP COMPANIES.

## HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS. These Steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity. A TRIP ON THE WEST RIVER IS PARTICULARLY REFRESHING AND EXHILARATING DURING THE HOT WEATHER. For further information apply to—  
BUTTERFIELD & SWIRE,  
AGENTS,  
WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 9th August, 1907.

## Hotel.

KOWLOON HOTEL,  
HONGKONG.

## NEEDS NO ADVERTISING.

World-Wide Reputation. The only First-Class Hotel in Kowloon. Most Charming and Popular Resort in the Colony. Electric Lights, Fans and Call Bells. Bath Rooms attached to Each Room. Unrivalled for Comfort and Cuisine. Thoroughly Up to Date with Every Modern Luxury. Billiards and Bowling Alleys. Moderate Terms and No Extras. Modern Management.

Telegraphic Address:

"CHEF" HONGKONG,  
Telephone No. K4.O. E. OWEN,  
Proprietor,  
[708]

## Intimation.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 6th Edt.

Lieber, Scotts; A. 1, and Watkins.

Yokohama, May 23rd, 1905.

## Mails.

NORDDEUTSCHER LLOYD,  
BREMEN.

## IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO SAIL

SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"KLEIST" Capt. Rud Meyer	About TUESDAY, 24th Sept., 1907.
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP, and HAMBURG	"PRINZ HEINRICH" Capt. P. Grosch	WEDNESDAY, Noon, 25th Sept., 1907.
MANILA, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"MANILA" Capt. Minksen	THURSDAY, Noon, 10th Oct., 1907.
YOKOHAMA and KOBE	"PRINZ WALDEMAR" Capt. W. v. Seeden	About THURSDAY, the 18th Oct., 1907.
KUDAT and SANDAKAN	"BORNEO" Capt. Sembill	Beginning of October, 1907.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.  
MELCHERS & CO.,  
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 13th September, 1907.

JAVA-CHINA-JAPAN LIJN.  
REGULAR THREE-WEEKLY SERVICE  
BETWEEN  
JAVA, CHINA, AND JAPAN.

Steamer.	From.	Expected on or about	Will leave for	On or about
TJIPANAS	JAPAN	First half Sept.	JAVA PORTS	First half Sept.
TJIKINI	JAVA	First half Sept.	JAPAN	First half Sept.
TJILATJAP.	JAPAN	Second half Sept.	JAVA PORTS	Second half Sept.
TJILIWONG.	JAPAN	Second half Sept.	JAVA PORTS	First half Oct.
TJIBODAS	JAVA	Second half Oct.	JAPAN	Second half Oct.
TJIMAH	JAPAN	Second half Oct.	JAVA PORTS	Second half Oct.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

## JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,  
YORK BUILDINGS, 1st floor,  
Hongkong, 6th September, 1907.

## Dentistry.

TSIN TING.  
LATEST METHODS OF DENTISTRY.  
STUDIO AT NO. 14, D'ARQUILLAR STREET.  
REASONABLE FEES.  
Consultation Free.  
Hongkong, 20th June, 1904.Dr. M. H. CHAUN,  
THE LATEST METHOD  
of the  
AMERICAN SYSTEM OF DENTISTRY  
33, QUEEN'S ROAD CENTRAL,  
From the University of Pennsylvania, U.S.A.  
Hongkong, 16th April, 1905.

## THE CROWN AGENTS.

We find in *The Times of Ceylon* this reference to Hongkong and Singapore opinion on the question of the Crown Agents:—  
Hongkong refuses to join hands with the Ceylon Chamber of Commerce in the matter of reforming the Crown Agent system, and under this circumstance it is not easy to see what further action can be taken at present. A more remarkable letter than that from the Hongkong Chamber of Commerce we have rarely seen, and the entire absence of supporting facts or arguments renders it impervious to attack. Hongkong, because we are bound to believe that the Chamber of Commerce reflects the general view of the business community, is satisfied with the Crown Agent system, which will probably give inefficiency and extravagance a fresh lease of life. Singapore is very different to Hongkong. It is weary to death of the Crown Agents, and, like Ceylon, asks for wholesale reform of an antiquated system. Hear how the *Singapore Free Press* states the local view:—Then follows a quotation from the article of which the following is the portion that relates to what the *Press* thinks to be the fairest way out of the difficulty:—

The true solution is of the simplest. In all Crown Colonies of the first class, such as those specified above, let the Crown Agents be admitted into open competition with local business firms. Wherever, all things being equal, the local firms would do the business to the advantage of the Colonial Government in price, quality, and expeditionness of supply, the business should be done locally. Where the Crown Agents could offer the advantages afforded the business should go to the Crown Agents. But the element of time is of the first importance, and if the time clause in the contracts cannot be met satisfactorily by the dawdling and often blundering methods of the Crown Agents, expedition may of itself direct the adjudication of the contract to the selected local firm tendering the best terms. If we have competition between the Crown Agents and local firms, these latter cannot complain if the Crown Agents undercut them. Competition would be good all round, for it would tend in Government business to keep down the rates of local firms tendering, and that again, when the figures came out, would operate as a check on general local business charges. But to continue, the Crown Agents as monopolists is bad for them and bad for the sentiment of commercial independence that is due to the sense of dignity of a first-class Crown Colony.

The *Times of Ceylon* then continues:—  
The fear of jobbery in the supply of commodities and materials to the public departments is held by a good many people; but there could be no real danger if the Crown Agents were admitted to open competition with local firms. The principle for which Ceylon is fighting is the same in the case of the Crown Agents, the Consulting Engineers, and the Colonial Office itself. We want recognition of the fact that we have developed tremendously and that the awarding of contracts which served a useful purpose enough in the years long by are a ridiculous form of attire now. Ceylon is suffering from a very bad overdose of Downing Street, Crown Agents, and Consulting Engineers just now; but we hope we are on the eve of better things. A great deal of discontent has been caused in Ceylon by mismanagement in Downing Street. Everybody in Ceylon knew that the line to Ratnapura had to be built sooner or later. Why then was the staff allowed to go for the Colony to be let in eventually for so much expense in the way of a new trace showing itself in an endeavour to cheapen the Railway, which we do not want. We do not want sharper curves and greater gradients than in the original trace, because we know from our own sad experience that this is a bad policy. But we may have them forced on to us. Who is to pay for the blundering over our railways? Ceylon had no voice in it, but Ceylon will have to pay. How many lakhs of rupees have been lost? What would have happened had a private business been mismanaged as Ceylon has been? These are all questions, which practical men in Ceylon are asking themselves and have been asking themselves for a long time. There has never been one single sound reason put forward, from Downing Street in defence of its policy of procrastination towards Ceylon. The "accounting" difficulty was the most miserable of red herrings ever drawn across a trail, and did not deceive anybody. The fear-some despatch from Downing Street in which we were collectively beached as a parcel of extravagant nincompoops and sent away with the advice to set aside five millions as a nest egg to provide against imaginary future trouble was no better. In matters so vitally affecting the prosperity of Ceylon we want to be able to set our own hours; in order, and to be saved from the debilitating influence of grand-motherly advisers in London.

## IN A CHINESE TEMPLE.

In the courtyard before the temple the crowd was thicker than ever, but within the three doorways was pandemonium, indescribable. Things were seen in glimpses, and then a beave of the crowd or a maxim fusillade of crackers tore away the attention. In the first courtyard by the palm-tree, a sweating coolie was drawing holy water from the well, and slipping it out to pilgrims gratis for dear life. No time for realistic elegancies which, besides, we don't value a brass cash. In a cloister by the model junk a middle-aged woman of respectable appearance—some good wife, no doubt—was arguing with a dirty Temple-Blessing over a bamboo joint, full of divining spits. "Ten cents deposit first," he was saying; "just now a box was stolen." The lady (she is plain and anxious looking) compromises by agreeing to say her prayers on the spot. She tells the fellow what it is she desires in two short words, without troubling to lower her voice, and then down on her knees in the thick of us, while we push back to give her room to knock her head

clear of our toes. She rattles her box of pills (all one flies out. Bang, clang, drum and gong! We are pushed and hustled away by the swaying throng. A crowd of women struggling to light incense-sticks at the guttering tapers in a brazen censer as long as a trough. A roar of voices, drifting smoke, and aches that flutter down.

Strange how people know their own business best. The gold faces of the images and their fat red arms, which looked so garish on the day of my peaceful first visit, are now seen through a veil of smoke, effulgent countenances and rosy limbs. Remember, then, that these monstrous Chinese deities were never designed to be walked round, patted, and patronised, but to be gazed up to with the eye of faith amid soul-stirring accompaniments.

There is a space before the Queen of Heaven, and half a dozen women are kneeling on round mats there. They have all black patches on their foreheads from bumping their heads on the ground. The ground may be dirty but it is dry, and the patches are wet and shiny. I think there is something artificial about this. One old lady is setting to work in a most business-like way. As soon as she said her prayer she kow-tows, and as soon as she has kow-towed shakes out her tally. Her daughter-in-law standing by picks up each one as it drops and takes it to the table where the clerks are writing. They enter the numbers on a slip of paper according to her directions. "No. 18, for Ah Ling, Elder Brother-in-law, please," and so on, right through the family. When the tale is complete she will take her list to the ticket department and exchange it for the oracles. It is all so methodical.—From "In the Purple Bay," by Edward A. Irving, in *Blackwood*.

## Public Company

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE ORDINARY GENERAL MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Offices, on SATURDAY, the 28th September, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 30th June, 1907.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 28th September, both days inclusive.

DOUGLAS LAFRAIK & Co.,  
General Managers.

Hongkong, 7th September, 1907. [815]

## To Let.

## TO LET.

ONE FOUR-ROOMED HOUSE at PRAYA EAST, near East Point.  
Apply to—  
JARDINE, MATHESON & Co., LD.  
Hongkong, 22nd June, 1907. [87]

## TO LET.

A HOUSE in KNUTSFORD TERRACE, KOWLOON.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 1st September, 1907. [66]

## TO LET.

LARGE and SPACIOUS GODOWNS Nos. 9, 9A, 9B, 9C, and 10, PRAYA EAST, formerly in the occupation of the Admiralty.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 1st September, 1907. [439]

## TO LET.

HATHERLEIGH, Conduit Road.  
No. 1, RIFON TERRACE, Bonham Road.  
OFFICES in KING'S BUILDING and YORK BUILDING.  
GODOWNS on PRAYA EAST.  
A HOUSE in CLIFTON GARDENS, Conduit Road.  
FLATS in MORETON TERRACE.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 1st September, 1907. [629]

## TO LET.

2ND FLOOR No. 12, QUEEN'S ROAD, CENTRAL.  
No. 38, CAINE ROAD.  
AUCTION ROOMS, No. 2, ZETLAND STREET.  
GREENCROFT, GARDEN ROAD, Kowloon, Redecorated, Electric Light, Tennis Court.  
Nos. 1 & 2, FAIRVIEW, ROBINSON ROAD, Kowloon.  
Apply to—  
LEIGH & ORANGE,  
1, Des Voeux Road.  
Hongkong, 13th August, 1907. [742]

## TO LET.

HOUSE No. 2, ROSE TERRACE, Kowloon.  
HOUSE No. 5, ROSE TERRACE, Kowloon, from 1st August next.  
Apply to—  
COMPRADORE,  
Barretto & Co.  
Hongkong, 24th July, 1907. [665]

## TO BE LET.

AS from 1st August next, No. 5 MORRISON HILL.  
Apply to—  
Messrs JARDINE, MATHESON & CO., LTD.  
Hongkong, 20th June, 1907. [624]

## COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM FARLANE,  
Manager.  
Hongkong, 22nd June, 1907. [61]



## Intimation.

**WM. POWELL, LTD., ALEXANDRA BUILDINGS.**

**CHINA & GLASS DEPARTMENT.**

**HIGH CLASS POTTERY**

**TEA SETS, DINNER SETS, BREAKFAST SETS.**

**TOILET SETS, FRUIT SERVICES.**

**EVERY REQUISITE IN HOUSEHOLD CROCKERY.**

**WM. POWELL, LTD., HONGKONG.**

Hongkong, 16th September, 1907.

## Auction.

**By Order of the Mortgagees.**  
**MESSRS. HUGHES & HOUGH** have received instructions to sell by **PUBLIC AUCTION**, on **WEDNESDAY**, the 27th day of September, 1907, at 3 P.M., at their Sales Rooms, 8 Des Vaux Road Central.  
**THE FOLLOWING VALUABLE LEASEHOLD PROPERTY IN ONE LOT:**  
**ALL THAT** Piece or Parcel of Ground registered in the Land Office as **THE REMAINING PORTION OF SUBSECTION A OF SECTION 1 OF THE RECLAMATION TO MARINE LOT NO. 104 TOGETHER** with the three messuages and premises thereon known as Nos. 27, 29 and 31 Des Vaux Road Central. Annual Crown Rent \$57.04. Area 3,514 11/12 square feet.  
Particulars and Conditions of Sale can be obtained of:  
**Messrs. EWENS & HARSTON**, Vendors' Solicitors, or  
**Messrs. HUGHES & HOUGH**, The Auctioneers.  
Hongkong, 7th September, 1907. 1814

## Consignees.

**NOTICE TO CONSIGNEES.**  
**STEAMSHIP "VINE BRANCH," FROM SYDNEY AND MANILA.**  
**THE** above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.  
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.  
No Fire Insurance will be effected by us in any case whatever.  
**DODWELL & CO., LIMITED,** Agents.  
Hongkong, 11th September, 1907. 1823  
**HAMBURG-AMERIKA LINIE.**  
**THE H. A. L. Steamship:**  
**"BELGRAVIA,"**  
Captain Hildebrandt, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.  
Optional Cargo will be forwarded unless notice to the contrary be given before **TO-DAY**.  
Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.  
All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th inst., will be subject to rent.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th inst., at 3 P.M.  
No Fire Insurance has been effected.  
This steamer brings on the cargo of s.s. "Suevia" from Antwerp.  
**HAMBURG-AMERIKA LINIE,** Hongkong Office.  
Hongkong, 12th September, 1907. 1825

## NOTICE TO CONSIGNEES.

**THE P. & O. S. N. Co.'s Steamer**  
**"BORNEO,"**  
FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.  
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.  
Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.  
Goods not cleared by the 19th inst., at 4 P.M., will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.  
Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.  
All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.  
No claims will be admitted after the goods have left the Godowns.  
**E. A. HEWETT,** Superintendent.  
Hongkong, 13th September, 1907. 1826

## "INDRA" LINE, LIMITED.

**NOTICE TO CONSIGNEES.**  
**FROM NEW YORK VIA SUEZ CANAL.**

**THE** Company's Steamship  
**"INDRASAMHA"**  
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.  
Goods not cleared by the 19th instant, at 4 P.M., will be subject to rent.  
No Fire Insurance will be effected by us in any case whatever.  
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.  
Optional Goods will be landed here unless instructions are given to the contrary before 12 o'clock Noon, **TO-DAY**.  
**JARDINE, MATHESON & Co.,** Agents.  
Hongkong, 15th September, 1907. 1827

## KULANGSU (AMOI) MUNICIPAL COUNCIL.

## THE CLOSING OF OPIUM DENS.

The following are the minutes of a meeting of the Council held at the Board Room, on 27th August, 1907. There were present: Messrs. W. H. Wallace (Chairman), C. A. V. Brown, A. F. Gardier, Huang Ts'an-chow, W. Knute, W. Wilson, and the Secretary. A letter was read from the Senior Consul, enclosing a despatch from the Taotai, regarding the closing of opium houses within the Settlement of Kulangsu, and stating that the Consular Body would be pleased to be made acquainted with the Municipal Council's views on the subject.  
It was decided to inform the Consular Body that the Council are in full agreement with the Chinese authorities as regards closing these houses. But before the Council prepare a proclamation on the subject they would like to know the scale of licence fees to be charged by the Amoy authorities for shops selling the prepared drug. On receipt of this information the Council will fix their rate of licence fees, and the date when the present opium smoking shops are to close, and embody the same in a proclamation which they will submit for the approval of the Consular Body.

## MILK ADULTERATORS.

The following extract from report of Government Analyst at Hongkong on samples of milk sent him on the 10th August for analysis; is published for information:—

Ah Sam: "I am of opinion that all the above samples are genuine milk."

F1 from dairy of Chiet Hoat: "I am of opinion that the above sample is genuine milk." F2 from the dairy of Chiet Hoat: "I am of opinion that the above sample contained parts as under: Milk 70%; added water 30%."

H1 from the dairy of Chiet Hoat: "I am of opinion that the said sample contained the parts as under: Milk 58%; added water 42%."

H2 from the dairy of Chiet Hoat: "I am of opinion that the said sample contained the parts as under: Milk 65%; added water 35%."

In view of the above report, and taking into consideration that Chiet Hoat was cautioned in September 1906 and for a like offence, fined \$25 in January of the year, it was decided to fine Chiet Hoat \$50, and failing payment of same to withdraw his licence and close his dairy.

G1 and G2, both from the dairy of Sing Kee: "I am of opinion that the said samples contained the parts as under: G1 Milk, 64%; added water 36%. G2 Milk 68%; added water 32%."

As this dairyman was cautioned in September, 1906, it was decided to fine him \$50, and failing payment of same to withdraw his licence and close his dairy.

## POLICE REPORT.

The Superintendent of Police reported the following cases have been heard in the Mixed Court since the last meeting. Summonses: Allowing pigs to stray 2; encroaching on property 1; breach of municipal regulations 2; wilful damage 1; carrying out a burial without obtaining a permit 2. Summary arrests: Assault 1; committing a nuisance 2; being in possession of stolen property 1; theft 2; being a rogue and a vagabond 2.

## U.S. NAVY AND JAPAN.

The Reader says:—The talk of the transfer of the fleet to the Pacific waters is a dramatic move in the diplomatic game with Japan. It may be accounted for as a mere disciplinary manoeuvre, but the story will deceive Japan least of all the world. The question masked behind many false issues of San Francisco schools, Japanese pride, and the like is the greatest of world-questions—that of the migration of races. Before settling the question of what is practicable and politic, the twentieth-century mind will be likely to ask what is right. No question of right or wrong confronted the men of shore and sea along the varying line where the ocean of barbarism broke in bloody foam on the rock of the Roman frontier, and wore it away at last. It was the simple problem of bone, sinew and bravery against discipline, victorious traditions and stern intrepidity. But we of America may well look in the face the question as to whether or not we have the moral right to exclude from our country men who desire to come. We built up the tradition that our open door is a necessary manifestation of our faith in the equality of man. We have been violating this tradition in immigration laws, but we have never repudiated the principle itself. What right have we to exclude the Japanese, or the Chinese? To be sure, there are 400,000,000 of them—enough to fill this continent from sea to sea with outnumbering hosts, and outvote, outwork and outfight us—and the sea has become a far easier highway than the bleak Sarmatian plain over which the invaders moved on Rome. To be sure, there are other hundred millions, Hindus, who are even now beginning their migratory movement—but the question is: May we rightly keep back the sea? Japan contends for a complete abandonment of the power on our part to restrict immigration. Perhaps we are at the parting of the ways. Let the portentous question once be grasped by the Caucasian race and the answer is sure to be an assertion of the right—claimed by the white race, conceded to the browns, blacks and yellows—the right of each race to maintain its racial existence, and to regard its territory as a citizen regards his home—as a sacred place into which those only may be admitted who have the capacity of citizenship, the personality which makes it possible to live with the host nation on terms of justice and righteousness.

## HIS CRUTCHES NOW HANG UPON THE WALL.

**BANGKOK GENTLEMAN, COMPLETELY CURED OF RHEUMATISM BY Dr. Williams' Pink Pills, PRESENTS HIS CRUTCHES TO THE COMPANY AS A TOKEN OF HIS GRATITUDE.**

In the Singapore Office of the Dr. Williams' Medicine Co. may be seen a remarkable trophy, consisting of a pair of crutches presented by Mr. P. B. Smith, the well-known merchant of Bangkok, Siam, as a memento of his cure from Rheumatism by Dr. Williams' Pink Pills for Pale People. Mr. Smith's story of how this delightful change came into his life after

**NINETEEN YEARS** of almost constant suffering is as follows:—"The rheumatic pains started in my toes and in a short time extended from the ankles to the knees," said he. "At first these pains were slight, but afterwards they became almost unbearable, and at times my agony was so great that I had to cry aloud."

"The attacks came on year after year, and both European and Native doctors treated me. I also tried many well-known medicines, but nothing gave me anything but temporary relief. About two years ago I became so ill with the Rheumatism that I had to

**TAKE TO MY BED,** and there I remained for two and a half months.

"It was through seeing one of my children, who had been ill for three months, raised from her bed completely cured by Dr. Williams' Pink Pills, that I decided to try these Pills for my self. I first bought two bottles.

By the time I had finished one of these a decided change had come over me. My appetite had improved. I could sleep better, the pains in my toes, ankles and knees were less severe. When I had finished the third bottle I could

**WALK WITHOUT CRUTCHES,** after I had taken eight bottles the pains had entirely disappeared, and I was cured. Ever since then, I have been able to eat well and sleep well, and have never had a return of the old pains."

Doctors differ as to the causes of Rheumatism, but the testimony of thousands of cured grateful sufferers similar to Mr. Smith proves beyond doubt that the right remedy is Dr. Williams' Pink Pills for Pale People. The reason why these Pills cure is because they drive the Rheumatism out of the blood, and thus out of the entire body. They are the greatest Tonic blood medicine known to medical science. Their action is unique, for they Purify without purging—they cleanse and strengthen at the same time. It is the good, rich, healthy blood which they make which drives out disease, and this is why they have cured numberless cases of Liver Complaint, Indigestion, Anaemia, Paralysis, Beri-Beri, Nervous Debility, Early

Decay, Eczema, Boils, Pimples, Malaria, and the after effects of Fevers, Dysentery and Chills. They are the great specific of the ailments which afflict women between youth and middle age. Obtainable at most shops where medicines are sold, and also direct from the Dr. Williams' Medicine Co., Cavanagh Bridge, Singapore, who send 6 bottles for \$5/- or 1 bottle for \$1/- to any address.

**For Sale.**  
**CLEARANCE SALE.**  
FOR ONE WEEK ONLY.  
COMMENCING ON MONDAY, the 16th inst.  
**CAMPBELL, MOORE & Co., LD.,** 20, Queen's Road Central.  
Hongkong, 13th September, 1907. 1830

**IRISH TERRIERS.**  
**FOUR PUPS (male),** Thorough-Bred, 6 weeks old. For sale. Prices moderate. Apply to—**C. A.,** C/o Hongkong Telegraph.  
Hongkong, 30th August, 1907. 1790

**THE HONGKONG STUDIO**  
HIGHER CLASS PHOTOGRAPHER,  
41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.  
**PORTRAITS, GROUPS AND ENLARGING** and **COPYING** in all sizes.  
**LARGE SELECTION OF VIEWS ALWAYS ON HAND.**  
**PRICE VERY MODERATE**  
Hongkong, 15th September, 1907. 1831

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Hongkong, 15th September, 1907. 1831

## Intimations.

**THE TRADE MARKS ORDINANCE, 1898.**  
**APPLICATION FOR REGISTRATION OF TRADE MARK.**

**NOTICE** is hereby given that **HO FUK** alias **HO YUT PO**, carrying on business at Kong Mun, in the Sanwui district, in the Empire of China, under the style or firm of **SHUN YICK HO FUK KEE**, has, on the 20th day of July, 1907, applied for the Registration in Hongkong, in the Register of Trade Marks of the following Trade Mark:—  
The representation of a scroll bearing thereon the Chinese characters 何福記 (Shun Yick Ho Fuk Kee).  
The representation of a shield supported on either side by two Chinese boys and having thereon depicted two stags in a recumbent position and facing each other.  
The representation of a Chinese incense burner directly beneath the shield and between the two Chinese boys.  
in the name of **HO FUK** alias **HO YUT PO**, who claims to be the sole proprietor thereof.  
The Trade Mark has been used by the Applicant in respect of  
**TEA** in Class 42.  
A facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong, and also at the Office of the undersigned.  
Dated the 16th day of August, 1907.  
**WILKINSON & GRIST,** Solicitors for the Applicant.  
1791

**LEE YEE**  
**HAIR DRESSING SALOON.**  
HAS ALWAYS ON HAND  
**CIGARS, CIGARETTES**  
AND  
**TOILET REQUISITES**  
FOR SALE.  
12, D'AGUILAR STREET, HONGKONG.  
Hongkong, 3rd September, 1907. 1800

**PEAK TRAMWAYS COMPANY, LIMITED.**  
**TIME TABLE.**  
**WEEK DAYS.**  
7.00 a.m. to 9.30 a.m. ... Every 10 minutes.  
9.30 a.m. to 11.00 a.m. ... Every 15 minutes.  
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.  
12.45 p.m. to 1.15 p.m. ... Every 15 minutes.  
1.15 p.m. to 1.45 p.m. ... Every 10 minutes.  
1.45 p.m. to 2.15 p.m. ... Every 15 minutes.  
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.  
3.30 p.m. to 5.00 p.m. ... Every 15 minutes.  
5.00 p.m. to 8.00 p.m. ... Every 10 minutes.  
**NIGHT CARS.**  
8.45 p.m. and 9 p.m. to 11.15 p.m. every half hour.

**SUNDAYS.**  
8.00 a.m. to 9.00 a.m. ... Every 15 minutes.  
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.  
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.  
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.  
11.00 a.m. to 12.00 noon ... Every 15 minutes.  
12.00 noon to 1.00 p.m. ... Every 10 minutes.  
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.  
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.  
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.  
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.  
**NIGHT CARS as on Week Days.**  
**SATURDAYS.**  
Extra cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.  
**SPECIAL CARS** by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Vaux Road Central.  
**JOHN D. HUMPHREYS & SON,** General Managers.  
Hongkong, 4th June, 1907. 1829

**PATHE FRERES, PARIS.**  
**CINEMATOGRAPHS**  
AND  
**FILMS.**  
**NEW FILMS ARRIVE WEEKLY.**  
Price 43 cents (Straits Currency) per metre.  
**SOLE AGENT FOR** The Straits, Burma, Java, Sumatra, Siam, Hongkong, The Philippines, &c.  
**F. DREYFUS,** 19, Stamford Road, Singapore.  
1776

**THE HONGKONG STUDIO**  
HIGHER CLASS PHOTOGRAPHER,  
41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.  
**PORTRAITS, GROUPS AND ENLARGING** and **COPYING** in all sizes.  
**LARGE SELECTION OF VIEWS ALWAYS ON HAND.**  
**PRICE VERY MODERATE**  
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# **Intimation.** **A. S. WATSON & CO.,** LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE  
GOVERNOR AND HOUSEHOLD.

## **WATSON'S** **HOUSEHOLD** **AMMONIA.**

An Elegant Preparation for the Toilet and  
Bath, Refreshing and Invigorating.

## **LOTION** FOR **PRICKLY HEAT.**

An Efficacious Remedy.  
GIVES INSTANT RELIEF.

## **PURE CARBOLIC** **SOAPS.**

Highly Recommended by the Medical Faculty.

## **STRONG MEDICAL.**

Guaranteed to contain 20 percent of  
Pure Carbolic Acid.

## **MEDIUM.**

Guaranteed to contain 10 percent of  
Pure Carbolic Acid.

## **TOILET SOAP.**

Guaranteed to contain 5 percent of  
Pure Carbolic Acid.

## **FRAGRANT TOOTH** **WASH.**

Antiseptic and Detergent—Whitens the Teeth  
and strengthens the Gums.

# **A. S. WATSON & CO.,** LIMITED, CHEMISTS, DRUGGISTS AND PERFUMERS. THE HONGKONG DISPENSARY. Hongkong, 7th September, 1907.

**BIRTH.**  
On September 8, 1907, at Shanghai, to Mr.  
and Mrs. BEESLEY, a son.  
**MARRIAGE.**  
On September 12, 1907, at Shanghai, Mr.  
JOSEPH NEUBURN to Mrs. FANNY LOWINSON.

**DEATHS.**  
On August 13, 1907, at Obama, Japan,  
JOHN GIBSON, Inspector, Shanghai Municipal  
Police.  
On August 1, 1907, at Fitzroy House, Fitzroy  
Square, W. C. Mrs. NEIL MACLEOD, aged 59,  
of Bright's disease.

## **The Hongkong Telegraph** HONGKONG, MONDAY, SEPTEMBER 16, 1907.

### **CHINESE IN SIAM.**

Of all places in the world it is difficult to understand how Siam could justify a policy of Chinese exclusion; yet that is the theme upon which a correspondent of the *Siam Observer* dilates at considerable length in a recent issue of that journal. The writer begins by remarking that: "Thousands of Chinese coolies are freely allowed to penetrate into Bangkok every month, and it seems as if the Kingdom of Siam has become a Chinese colony to which the whole emigration of the Celestial empire is directed." Such a sentence might have been written by a patriotic Siamese, who has acquired a remarkably fluent use of English, or by a foreign resident whose experience of Chinese methods has been unfortunate and peculiar. In the first case, however, some attempt would probably have been made to show that there was an entire racial difference between the Siamese and the Chinese, whereas, as everyone is aware, the Siamese are in reality descendants of subjects of the Middle Kingdom, and it was only a few years ago that the Government of Siam annually sent tributes to Peking in acknowledgment of the Emperor's sovereignty over the vassal state. When China became embroiled in a series of uprisings, and foreign nations were endeavouring by every means in their power to acquire a footing in the country, Siam took advantage of the Imperial Government's predicament and neglected to send the usual tribute. Since then the action of the British and French Governments in determining to preserve Siam as a buffer state between Burma and Indo-China has further served to fortify and establish the Kingdom as an independent state. But when all is said and done, the Siamese are not yet far removed from the original possessors of the country, except in so far as they may be deemed workers, and as such they appear to have very considerably deteriorated. The Chinese immigrants have over-run the country, we are told, and anyone who has visited the

capital of Siam must have been struck by the large proportion of Chinese to the native population. They are to be met with everywhere, as merchants, handicraftsmen, contractors and labourers at any trade by which they may obtain a bare subsistence. On the other hand, the Siamese prefer to pose as grandees, noblemen, anything so long as they are not called upon to exert their physical strength. It has been said that if anybody flung a stone in any of the main thoroughfares of Bangkok it would certainly strike a prince of the blood or a nabob of some description, and the jest is not very wide of the mark. The writer in our contemporary holds that the Chinese "evidently do not possess the mental abilities of the Siamese," a remark which is certainly open to question. If the writer is a foreigner, he probably has associated entirely with Siamese, who prove themselves extremely well disposed to the Europeans who are not solely bent on annexing their country; whereas the Chinese almost invariably keep themselves to themselves, and attend strictly to business and the accumulation of wealth. But it is somewhat late in the day to bewail the incursion of Chinese coolies, for we find that out of an estimated total population of ten millions no less than two and a half millions—Chinese estimates put the figure higher—are composed of Chinese, including immigrants and settlers. In time, such a huge proportion of the total population must become part and parcel of the nation, and the differences between the old resident and the native become so microscopic as the two intermingle that they will be non-apparent except, perhaps, to the closest observers. In an editorial comment on the letter to which we have referred our contemporary is delivered of some remarks with which the majority of people who know anything about the subject will entirely agree. "To a large extent, it may be said that the Chinese do the work which the Siamese themselves are not inclined to do. It is certain that Bangkok would be poorly off supposing the supply of Chinese labour were suddenly withdrawn. Rice mills and engineering works are run with Chinese labourers and artisans; Chinese build our houses and supply our wants in almost every trade. Hardworking, and generally peaceable, they are certainly a far more desirable class of immigrants than some of those who used to find their way from Eastern Europe into the United States. Many settle here permanently; and their labour and enterprise add to the wealth of the country. Some gain wealth and become Siamese nobles—they and their descendants develop from Chinese into Siamese. It is common experience everywhere in the Far East that Chinese who become rich evince a more liberal public spirit than those of other nationalities—(possibly because those of other nationalities seldom do become rich). If Chinese labour does, or ever should, compete inconveniently with Siamese, the effect should be to stimulate Siamese enterprise. The ambition of the educated Siamese youth at present is to enter the Government service. How many of us find on the boards of local companies or at the head, or in the service, of local mercantile and industrial enterprises? Some, but not many. It is in this direction that Siamese education and enterprise need stimulus."

### **LOCAL AND GENERAL.**

THE Volunteer Concert is postponed until Thursday next, the 19th instant. All tickets will stand good for that date.

MR. S. D. SEENA received the following telegram on Saturday, at 7 p.m.:—"The cricket return match between the Parsi v. Presidency, resulted in the victory of the Parsies by one innings and 23 runs."

### **SHIPS' CAPTAINS AND THEIR CENT LETTERS.**

At a meeting of the Legislative Council, on the 6th inst., at Singapore, the Attorney-General moved the first reading of the Post Office Ordinance Amendment Bill. As the Ordinance, as it stood, he said, Captains of ships were entitled to receive one cent on every letter they received on board their ship. This was alright when the Ordinance was passed but last year put matters on a different basis. The postal authorities would receive for onward transmission of postal articles, that was letters, 2½ centimes, which in the currency of the Colony was 85 cents—less than one cent. If they were paid one cent and received less than one cent there must be very clearly a loss. Therefore, they proposed to substitute a postage rate. This rate was stated as being 5 cents between home ports and 10 cents for other places. There had been prepared and circulated a memorandum by the Postmaster-General and from this they would see that they were practically giving for captains of ships the whole of the money they received in respect of these transmissions of mails. One naturally felt regret that they should take away from the income of a very deserving class of persons who traded from this port—the captains of ships—but after all the Post Office must be carried on good business principles, and could not be carried on at a loss. He thought Council would agree that there was no alternative but to make some reduction, and that proposed by the Postmaster-General was the proper scheme and one which should receive the sanction of Council.

The Acting Colonial Treasurer second the motion.

Mr. Fort inquired whether this Bill and Memorandum had been submitted to the Chambers of Commerce here, and in Penang, and the reply was in the negative.

The first reading was agreed to.

### **THE TYPHOON.**

#### **TAI HANG VILLAGE FLOODED.** **SHIPS IN THE STORM.**

The full report appearing in the last issue of this paper of the typhoon on Friday night and Saturday morning was confined principally to the damage wrought ashore by the storm. Since then as ships began to arrive in large numbers between Sunday morning and to-day fuller reports of the severity of the storm have been gathered. The experiences of the vessels which were overtaken by the typhoon, as far as they are obtainable, are recorded below.

On shore further damage has to be noted by reason of the fact that a serious collapse occurred at Tai Hang, at 7.30 a.m. on Sunday. For some time past the P.W.D. has been engaged in re-tracing an old gullah in the village. Forty feet of the wall supporting the West Tank, so called, of Tai Hang gullah collapsed, precipitating a huge volume of water into the village below. The accident resulted in the village being flooded. The streets were two feet deep in water in certain places, while water had lodged in the basement floors of the villagers' houses to the height of an ordinary table.

The recent sight of a panther brought with it "bad joss." The villagers, put down the accident to the evil influences of the "black cat."

#### **OLD HEADQUARTER HOUSE COLLAPSED.**

One of the few remaining houses of the early days of Hongkong came to grief on Saturday morning when the old headquarter house in Spring Gardens, at Wanchai, collapsed. The house is known as 184, Queen's Road East. It had been condemned, and consequently was not in occupation by anyone. During the heavy rain the back portion was brought down. Later in the forenoon, the front walls were shored up.

#### **MARITIME INCIDENTS.**

Of the maritime incidents the *Gloucester* and the *Rochester* fared about the worst. The former felt the full force of the typhoon when within twenty-five miles of the port. The steering gear with both the steamers, as not infrequently happens, broke down as the vessels were tossed about like cockleshells in the trough of the huge seas that rose mountains high on occasions. The officers had a most anxious time of it, but gallantly brought their ships to port in safety and with comparatively small damage, which was limited to the life-boards and deck fittings.

#### **FRENCH MAIL "TOURANE."**

Arrivals from the North to-day report normal conditions of weather all the way South. Naturally a good deal of interest centred in the two French mail steamers due at Hongkong early this morning—the *Tourane* from the North and the *Nara* from Singapore via Saigon. The *Tourane* arrived at schedule time, being made fast to her buoy by seven o'clock to-day, while the *Nara* was signalled from Victoria Peak shortly after ten this forenoon. Capt. G. Lancelotti, of the *Tourane*, reported having left Wooning at 1 p.m. on Saturday, the 14th inst.; his vessel experienced fine weather throughout with S.W. monsoon.

#### **THE S.S. "CHILHI" IN SHELTER.**

The s.s. *Chilhi* with thirty Chinese passengers arrived from Hoibow on Saturday. She left Haiphong on the 10th inst., touching at Linhow which he left on the following day. On the voyage, as the glass indicated the approach of a typhoon, Captain Warrack decided to ride out the storm in the best shelter available and so made for St. John's Is. in the small hours of the 14th inst. He anchored to the Westward. The wind blew with terrific force and the minimum reading of the barometer was registered at 29.01. Capt. Warrack reports that Cap Rock was not seen within range; the weather was clear, however.

#### **THE "ZORASTER'S" EXPERIENCE.**

Proceeding Northward from Christmas Island with a cargo of phosphate rock consigned to the Mitsui Bussan Kaisha, the s.s. *Zoraster* did not wholly escape the storm of Friday night. Commanded by Capt. John Ewan the *Zoraster* left Christmas Island on the 3rd September bound for Hongkong. At midnight on Friday, the vessel entered the southern limits of the typhoon which she succeeded in riding out without any untoward incident. Chief Officer G. I. Miles, of the *Zoraster*, reported that, otherwise, his vessel experienced light monsoon and fine weather throughout.

#### **THE C. N. CO.'S S.S. "SHIAOSHING."**

Capt. W. McIntosh, arrived from Shanghai on Sunday. She left the Northern port for Hongkong on the 10th inst. and carried forty-two native passengers on board. The official report of the voyage is—"Light to fresh east wind and sea, and southerly swell to Lamook; thence to port strong wind to moderate gale from East to South-East, and high confused sea with blinding squalls of wind and rain."

#### **S.S. "NICOMEDIA'S" SAILING.**

Owing to the recent bad weather the sailing of the s.s. *Nicomedia* has been postponed until to-morrow, Tuesday, at noon. In addition to her usual ports of call, she will call at Keelung on her homeward trip.

#### **THE DOCK CO.**

So far as the Hongkong and Whampoa Dock Co. is concerned, the shareholders are to be congratulated upon the practical immunity from loss of any unit of the company's floating plant. From all the three establishments—at Hunghom, Samshing, and Aberdeen—up till noon to-day no report of damage has been received at the head office, either of injury to any of the steamers under repair and vessels under construction, or to the extensive plant and workshops belonging to the Company. With the exception of the sinking of a small Priestman's dredger at Lai-chi-kok the Company's loss is absolutely nil. Even in the case of this dredger, the Company itself suffers no loss, as she was at the time on hire to Chinese contractors. The vessel has been damaged with the name of a "dredger," but she is in reality nothing more than a pontoon barge some twenty feet long by ten wide,

with a sort of contrivance for dredging of a very primitive form.

#### **THE TYPHOON AT MACAO.**

In the Observatory bulletin for Saturday it was stated that the typhoon had moved on to the S.W. coast of Macao after passing near Cap Rock early that morning. That the forecast was absolutely correct is borne out by the report which reaches us to-day. From the facts which we have gathered the indications are that the typhoon was felt much more severely in the Portuguese settlement than it was here in Hongkong. As felt on board the Macao steamer *Sui Tai* the experiences related to a *Hongkong Telegraph* reporter to-day are distinctly interesting. The *Sui Tai* left Hongkong on her usual run on Friday afternoon at 2 p.m. At the time the black S.E. typhoon signal was up. As usual on such occasions the river steamers take the inner passage to avoid the heavy swells. Capt. Morrison, accordingly, steered a course, after passing Caprimun, between Lantao and the mainland. The passage was a wholly uneventful one; there were occasional showers with overcast weather. The *Sui Tai* arrived at Macao at 5.45 p.m. and soon was berthed at her wharf where all the passengers were landed. Within an hour or so of her arrival, as the wind was freshening, at 6.30 p.m., it was decided to haul off the *Sui Tai* to the Company's buoy. The buoy is moored right opposite the steamer's wharf in the Inner Harbour. At this time Capt. Morrison made preparations to meet the typhoon. Orders were given to let go the port anchor with thirty fathoms of cable. By this time the wind was blowing with increasing intensity and greater velocity, rendering the work of making the ship fast to the buoy one of the utmost difficulty. A decision was then arrived at by which orders were given from the bridge to heave up anchor and the *Sui Tai* was made fast to the wharf again at 7.55 p.m. At nine o'clock at night the Guia Fort fired the Typhoon Gun and a heavy squall was then blowing. The wind, which came from a northerly direction blew with typhonic force at 10 p.m. Rain poured in blinding showers. The barometer at this time read 29.49, having fallen from 29.54 at 9.30 p.m. The next reading of the glass at midnight showed it to register 29.42, M.N.E.; it was monotonically increasing in violence and hauling to Eastward. The following barometric readings indicate the course of the storm:—

14th Sept.—1.30 a.m. 29.39  
3 a.m. N.E. wind 29.34  
3 a.m. N.E. wind 29.34  
4 a.m. E.N.E. wind 29.25  
5 a.m. S.E. wind 29.23

For the next half hour the typhoon was at its fiercest. The shore lines of the steamer plying, the officers aboard slipped up ropes, let go both anchors and "brought up" with 75 fathoms starboard and sixty port anchor between Company's buoy.

In this position the ship was laying snug. Violent typhonic squalls continued to blow until 8 a.m. when the weather began to moderate. Shortly after one o'clock the *Sui Tai* proceeded to her wharf. The barometer rose from 29.42 at 8 a.m. to 29.50 at 10 a.m. and stood at 29.50 at noon with wind S.S.W.

During the height of the storm the shed on the wharf was blown clean off.

### **A RECALCITRANT COAL TRIMMER.**

#### **CHARGED WITH REFUSING DUTY.**

At the Marine Court, this morning, before Commander Basil Taylor, R.N., Harbour Master, Captain R. Evans, of the steamer *Intrepid*, charged, Mahomed Said, a coal trimmer, with disobeying his lawful commands on the 14th instant.

The accused pleaded guilty.

Captain Evans stated that on the afternoon of the 14th instant, while at anchor in the harbour, the chief engineer reported to him that accused had refused to do his work—coal trimming in the bunker. Witness lodged him and fined him two days' pay. Defendant, witness said, declared that he did not get enough to eat; that he was a Moslem; that he wanted Moslem food, and that he wanted "extras." Previously, witness had never had any complaints made by other members of the crew. His seamen were Malays, the firemen Calcutta men, the accused being an Egyptian. Accused was again ordered to "turn to," continued the captain, and again he refused. When ordered to go forward he jumped overboard and had to be rescued by a steam-launch lying alongside. Accused said that the food eaten by the Indian firemen consisted of rice and chillies. The latter he was not used to, and asked for better food. Then, he stated, he was struck by the chief engineer. When the vessel arrived in Hongkong he asked for shore leave, to see the Harbour Master, but was refused. He asked again on Saturday and when the captain threatened to handcuff him he became frightened and jumped over the side.

Captain Evans, recalled, stated that accused had never asked permission to go ashore. When the ship was in quarantine witness saw accused "hauling a sampa, obviously with the intention of going ashore."

His Worship convicted the accused and ordered him to forfeit six days' pay.

It is reported, in a Tokio telegram of 9th inst., that damage has occurred in the Western Prefecture owing to rainstorms which occurred on Saturday and Sunday last.

THE exchange of ratifications of the Russo-Japanese Commercial and Fishery Treaties was to be made at Tokio on 9th inst. The terms of the treaties would be published on Wednesday.

THREE sportsmen belonging to the Hongkong Police Force proceeded on an expedition to the New Territories yesterday in the hope of proving their prowess among the birds. It is reported on the best authority that one of the party managed, after great trouble, to bring down a sparrow; the others are said to have bagged a couple of kingfishers. Whereupon they returned to Hongkong water-logged—having enjoyed the full benefit of the elements. In places the water was three feet deep.

### **SOUTH CHINA RISING.**

#### **A TWELVE HOURS' ENGAGEMENT.**

#### **"PEOPLE DRIVEN TO REVOLT."**

[From Our Own Correspondent.]

Canton, 13th September, 1907.

On the 9th instant, a telegraphic report was received by the authorities at Canton from the district of Lingshan, in the prefecture of Yumchow, to the effect that the city of Lingshan was vigorously attacked by the insurgents. The despatch added that the city was in imminent danger of falling into the hands of the rioters. Immediately upon the receipt of the news the officials at once despatched a telegraphic inquiry for full details of the affair. No reply was received until a late hour in the evening of the following day, the 11th instant, when a telegram was received from Kwangsi. It stated that a large detachment of troops was ordered to the scene of the outbreak and that the Imperial troops engaged the rebels for twelve hours continuously, from the small hours of the morning—at 3 a.m. to be precise—of the 11th instant until about two o'clock in the afternoon, when the insurgents were obliged to beat a retreat and, owing to the large numbers and strength of the Government troops, they took flight. The troops were despatched from Kwangsi and had to march 200 li a day, fully equipped, in order to reach Lingshan, and thus succeeded in relieving the city. The telegraph wires in the disturbed area have all since been cut by the rioters, consequently no telegraphic communication could be established with other places. The foregoing telegram has had to be despatched to Canton via Kwangsi. The insurgents appear to have been equipped with up-to-date rifles and ammunition, and it is believed that they were supplied with military stores by revolutionists, or other bad characters, in these districts.

#### **THE RELIEF OF FONG SHING.**

Later reports have reached the Government since the relief of the city of Fong Shing which fell into the hands of the insurgents on the 9th instant. The bandits have now scattered in small bands and are creating disturbances in various places. It has not been possible to successfully put them down. As there is not a large body of troops available at the disposal of Taotai Wong to garrison the city of Fong Shing to resist another attack, Wong has been obliged to retain only two regiments at that place. Commanders Kwok and Sung have sent their troops to harass the insurgents wherever they appear in numbers.

#### **SIMULTANEOUS OUTBREAKS IN KWAI YUEN.**

Another telegram from Kwangsi reports simultaneous outbreaks of large numbers of rioters in the market-places of Mo-aka, Mo-kak, and Fan-koi and the neighbouring towns in the district of Kwai Yuen, in the prefecture of Chumchow. The insurgents carried banners bearing the legend, "People driven by officials to revolt." The inland guardboats dared not offer resistance and were consequently at the mercy of the rebels who, however, did not appear to be eager to avail themselves of the arms and ammunition on board. It is reported that a quantity of 600 catties of rice has been consumed daily by the marauders, from which fact their numbers can be guessed with fair approximation.

#### **FRENCH REPRESENTATIONS.**

It is reported that the French Minister at Peking has made representations to the Central Government urging that steps should be taken at once to put down the outbreak in Yumchow prefecture and precautions taken in order to prevent the rebels crossing into Annam. The Central Government has instructed the Kwangsi Governor to devise means to that end and send troops to co-operate with the troops of the sister province to prevent the disturbance from spreading over a larger area.

#### **YUMCHOW TAOTAI REINSTATE.**

Canton, 14th September.

Wong Ping-yun, taotai of the circuit of Yumchow and Linchow, who had been discharged from his post on account of neglect of duty in taking the necessary measures for putting down the rising within his jurisdiction two months ago, returned to Canton the other day and reported his arrival to H.E. the Acting Viceroy. Taotai Wong had been in office for several years, and is consequently well versed in the administration of affairs in the lower prefectures. In view of the seriousness of the present situation the Viceroy has decided to send Taotai Wong to co-operate with Brigadier-General Li Chuen, in putting down the rebellion in Yumchow.

#### **REBEL LEADERS.**

It is reported that the leaders of the present rising in Fong Shing are men who have returned from the Straits Settlements, Annam and other places whence they imported their munitions of war into the country. [In connection with this report the following paragraph in the *N. C. D. News*, of 9th inst., is corroborative of the news:—"Certain Chinese residents have telegraphed to the Acting Viceroy of the Liangwang provinces stating that a large band of anti-monarchists is returning from the Malay Federated States to Canton and Shantung for the purpose of starting a revolution in the Southern and Northern provinces simultaneously."—Ed., H.K.T.] H.E. the Acting Viceroy has given instructions to Taotai Wong to detail gun-boats to cruise in the southern waters, in order to prevent the smuggling of arms and ammunition by the revolutionists into the southern coast of China.

#### **ANOTHER OUTBREAK.**

It is reported that the malcontents have risen and are now attacking the district of Hop Pu. Troops under the command of an officer named Chiu have been sent there. While Com. Chiu is marching at the head of another body of soldiers to Lingshan.

#### **CONFIRMATORY NEWS.**

The *N. C. D. News* of 11th inst. says:—"News has been received confirming the reports of the murder of Prefect Chiu of Fongchen, a city on the Kwangtung-Toungking frontier, and of Sung,

the district magistrate of that city, by mutinous troops, formerly under the command of General Ting Chial. After taking Fongchen the mutineers who have been joined by a considerable body of Triads, marched upon the prefectural city of Chingchow, the headquarters of the Provincial Commander-in-chief of Kwangtung, and, by the last account, are now besieging that city. As a measure of precaution all the foreign missionaries in Chingchow and Lienchow (where the last massacre of missionaries took place) have been asked by the officials of these places to seek refuge in their yamens. The dissatisfaction of the mutineers troops is due to the removal of their Commander, General Ting Hui, and a refusal by his successor to recognize certain arrears of pay due to them by the Government, the constant application for which led to the removal of their old commander. The movement is not expected to spread beyond the two prefectures. It is known that certain revolutionaries are endeavouring to turn the mutiny into a rebellion."

### **GRIFFINS SALE AT THE SHANGHAI HONGKONG BAZAAR.**

The *N. C. D. News* of 9th inst. says:—"Sixteen splendid griffins were sold at the Dallas Horse Repository on Saturday last at prices slightly in advance of those procured on the day before. Purchasers were numerous and the bidding brisk. A nice grey pony opened the sale and was sold for Tls. 160. A grey of considerable promise then realized Tls. 230. No. 7, a very nice grey, was obtained by Mr. Dallas for the Company at Tls. 160; it was very cheap. Four other useful animals ran a little over Tls. 100, and then the Company secured a bay and a grey for Tls. 200 each, which it was fortunate to obtain at the price. The last three ponies, however, were the pick of the lot. No. 14, a handsome grey, went to Mr. Toey for Tls. 250; No. 15, also a grey, and a pony which should repay its purchaser on the course, was bought by Mr. Hayes for Tls. 300. Mr. Hughes bought the last on offer for Tls. 400. It is a very strong grey with good quarters and excellent points for racing. The average price of the lot was 1s. 16s. 10th inst.

Two of the Horse Bazaar lot of griffins were sold privately prior to the sale yesterday, so only eleven ponies were on offer. The first was a young red chestnut of rather prepossessing appearance and starting at Tls. 50 the bidding rose slowly to Tls. 100. Two buyers remained active, but one ceased at the next bid and the best bargain of the day was secured for Tls. 110. A couple of medium animals were sold, and then a grey and a yellow bay each realized Tls. 250. These two were quiet and gave signs of ability to carry weight. No. 6, a clean shouldered iron grey with good points, went for Tls. 175. Until No. 9 appeared nothing promising to interfere with local records was seen; it was a likely pony and quiet, but somewhat mullah about the head. As a sample of homebred No. 10 was the pick of the lot. It was a very nice grey with a pretty head resembling a Kweichow, but rather small for racing purposes. It was sold for Tls. 210. The last a grey, strong and quiet, found ready buyers and closed the sale at Tls. 250. The average price was Tls. 182.

The *New York Journal* says that the projected cruise of the United States battleships is a mixture of cheap politics and braggadocio.

AT Portsmouth, on 12th ult., the King received Mr. Thomas Mitchell, who, as manager of the Constructive Department of the Dockyards, has built the *Dreadnought* and the *Bellerophon* and conferred on him the honour of knighthood. Practically the whole of the working life of Sir Thomas Mitchell has been spent in the dockyard. He was at one time engaged at Hongkong.

A COMBINED meeting of the General Council and the Students of the Hongkong College of Medicine, will be held in the Legislative Council Chamber, on Wednesday, 18th inst., at 4 p.m., to elect a rector. His Excellency the Governor, Sir Frederick Lugard, will preside. The Hon. Dr. Ho Kai has given notice that he will re-nominate the Hon. Mr. F. H. May, Colonial Secretary, who is the retiring rector.

### **SHIPPING AND MAILS.**

#### **MAILS DUE.**

American (*Nippon Maru*) 17th inst.  
English (*Oceanic*) 18th inst. 1 p.m.  
Indian (*Calcutta*) 18th inst.  
German (*Khart*) 21st inst.  
German (*Prinz Heinrich*) 24th inst.  
Canadian (*Empress of India*) 24th inst.

The Boston S. S. Co.'s s.s. *Shawmut* arrived at Victoria, B.C., on 13th inst.

The s.s. *Bravo*, left Singapore on 13th inst., and is due here on 18th inst., at 4 p.m. The Imperial German Mail s.s. *Prinz Heinrich* left Kobe via Nagasaki and Shanghai on 15th inst., arrived at Genoa on 15th inst., at 7 a.m.

The I. C. S. N. Co.'s s.s. *Laisang* from Calcutta and the Straits left Singapore for this port on 14th inst., at 1 p.m.

The T. K. K. s.s. *Nippon Maru* left Manila yesterday, and is due to arrive at this port to-morrow morning, the 17th inst.

The Imperial German Mail s.s. *Prinz Sigismund*, which left here on 12th inst., arrived at Manila on 15th inst., at 6 a.m.

The Imperial German Mail s.s. *Prinz Eitel Friedrich*, which left here on 11th inst., arrived at Singapore on 15th inst., at 3 p.m.

The Imperial German Mail s.s. *Prinz Heinrich* left Kobe via Nagasaki and Shanghai on 15th inst., p.m., and may be expected here on 24th inst.

The C. P. R. Co.'s s.s. *Tartar* arrived at Shanghai at 3 p.m., on 14th inst., and left again at midnight same day, for Nagasaki, where she is due to arrive at 4 p.m., on 16th inst.

The P. & O. S. N. Co.'s s.s. *Oceanic* left Singapore for this port on 14th inst., at 5.30 a.m., with the outward English Mails, and is due here on 18th inst., at about 7 p.m.

The C. P. R. Co.'s s.s. *Empress of India* arrived at Yokohama at 7.30 a.m., on 15th inst., and left again at noon same day, for Kobe, where she is due to arrive at 11 a.m., on 16th inst.

The Imperial German Mail s.s. *Kleist* carrying the German Mails with dates from Berlin of the 27th ult., left Colombo on 14th inst., a.m., and may be expected here on or about 24th inst.



## Telegrams.

[Reuter's.]

## The Voyage of the "Lusitania"

London, 13th September.  
An unprecedented amount of interest is being taken in the voyage of the *Lusitania*, on both sides of the Atlantic.

Scores of Marconigrams are published daily showing the steamer's progress.

It is expected that the Queenstown record will be smashed.

Extraordinary preparations to welcome the arrival are being made in New York.

## Result of the Doncaster Cup.

- 14th September.  
1.—Velocity.  
2.—Bridge of Canny.  
3.—White Knight.

## Orientals in British Columbia and America.

The correspondent of the *Times* in New York says that all Japanese and Chinese in Bellingham have been warned to leave immediately.

The Japanese working in the Canneries have armed and declared that they will resist any attempt to expel them.

The Japanese and Chinese are arming in Seattle, where the Anti-Oriental League intend to hold a grand international demonstration.

The *Monteagle* proceeded from Vancouver to Victoria, where the Japanese were landed.

The steamer then returned to Vancouver to land the Hindu, but the steamship officials, owing to the enormous crowds, ordered the Hindus back to the ship.

Later.

Nineteen of the Vancouver rioters have been committed for trial.

[N. C. D. News.]

## The Vancouver Riots.

ATTITUDE AT TOKIO.

Tokio, September 11.

Pending authentic details the official attitude of the Japanese Government has not been definitely intimated. Regret is widely expressed and it is hoped that ample protection will be given, but the British Authorities are not blamed.

Only two Tokyo papers comment upon the situation editorially, and their articles express a calm confidence that Sir Wilfrid Laurier's statesmanship will guarantee proper steps being taken in order that Japanese prestige should be restored, and that compensation will be made for the damages which have occurred. Nothing more is suggested.

## Press Comment in Japan.

CONFIDENCE IN BRITISH JUSTICE.

Tokio, September 12.

The Japanese ships affected by the riots at Vancouver number fifty-six. All is now quiet. An attempt was made to burn down a Japanese primary school, but this was prevented.

The *Hochi* urges that effective measures should be taken for the protection of Japanese subjects, in view of their unprotected condition. The *Kokumin* expresses appreciation of the fact that Japanese are able to defend themselves in any corner of heaven or earth; but shows gratification at the attitude of the British authorities with regard to the riots.

Otherwise the papers continue quiet.

## Opinion of Mr. Ishii.

New York, August 12.

Mr. Ishii, the Japanese Labour Commissioner, says that the relations between Great Britain and Japan are too close to permit of any lack of cordiality.

The claim made in England that the Vancouver riots were due to American inspiration is absolutely without foundation.

[Reuter.]

## The Japanese Cruisers in Austria.

Admiral Ijima gave a brilliant reception on board the *Tsushima* at Trieste.

## The America Cup.

The Royal Irish Yacht Club has sent a challenge for the America Cup on behalf of Sir Thomas Lipton for September, 1908.

## The Stranding of the "Standart."

The St. Petersburg Press attack the Naval Administration for the stranding of the *Standart*, the *Slovo* declaring that the incident is worse than Tsushima, and stigmatises the ignorance of home waters as criminal.

## TYPHOON WARNING.

The following telegram was received at the American Consulate-General from the Manila Observatory at 6 p.m., yesterday:

September 15, 1907, 3 p.m.

Typhoon between 133 and 136 long, in about 15 or 16 lat., moving apparently N.W.

A SOMEWHAT serious collapse occurred in the Second Magistrate's Court this afternoon, immediately before the opening of a case which was to be tried before Mr. C. A. D. Melbourne. A considerable part of the ceiling above the reporters' table fell with a loud crash, striking one of the reporters. The gentleman in question was so "scared" that he took to his heels and has not been seen since. The incident afforded the greatest amusement to the numerous bystanders, and while the affair may be a trifling matter in itself the fact that the ceiling at the Magistracy is in such a parlous state should receive the prompt attention of the Public Works Department.

## THE HONGKONG TRAGEDY.

EXTRADITION PROCEEDINGS TO BE OPENED AT MANILA.

Additional particulars are to hand in connection with the murder of Gertrude Dutton, whose body, readers will remember, was found in a trunk in the baggage room of the steamer *Monteagle* some time ago. At police headquarters this afternoon we were informed that the U. S. ship *Galveston*, carrying the alleged murderer, Adsett, had arrived at Manila. In the course of a few days proceedings will be opened against him with the object of finding out whether there is *prima facie* evidence that he was connected with the crime, and for that purpose two of the leading witnesses—Messrs. J. Oakberry and A. R. Soonderam, of the Hongkong Hotel—together with Detective O'Sullivan and Constable Perkins, left for Manila to-day, by the steamer *Rubi*.

"Do you think that a *prima facie* case will be made out against him?" asked a *Hongkong Telegraph* reporter of a police inspector.

"As regards that question I am afraid I am not in a position to state how the evidence will effect the American judge," came the reply.

"But do you think you have sufficient evidence to establish your case?"

"I should think so."

"Then what are the chances of Adsett being handed over to the British Government?"

"As you will see from the passenger list the leading witnesses have left to-day for Manila. And, in my opinion, I should think that their evidence alone would be sufficient for the American authorities to hand him over. But you can never tell how the evidence will be taken on the other side."

"Why do you think so? Is there any reason why the American government should screen him?"

"I don't think so. Why should they?"

"Taking everything into consideration, when do you expect to set eyes on Adsett?"

"That appeared to be a poser. The inspector looked vacantly into space. 'Three weeks from now,' he replied, and turned away."

## THE SWATOW REFORMERS' CASE.

RULE NISI FOR HABEUS CORPUS GRANTED.

Application was made in Original Jurisdiction in the Supreme Court to-day—His Honour Mr. Justice A. G. Wise on the bench—for a rule nisi for *habeus corpus* of Lu Ki Shing alias Lu Chai, under the Extradition Ordinance Act of 1889.

The Hon. Dr. Ho Kai, instructed by Mr. Otto Kong, appeared in support of the application. The Crown was not represented.

Dr. Ho Kai: I have been instructed to appear for Lu Ki Shing alias Lu Chai to apply for a writ of *habeus corpus*. I believe it is consonant with the practice of this Court, and also the practice in England, that a rule nisi should be obtained in the first instance; and, therefore, I would ask your Lordship to allow me to amend the notice which in its original form was for a writ of *habeus corpus* direct.

The Court: It has been done before by consent, when both parties were agreeable.

Dr. Ho Kai: The learned Attorney-General has taken no objection to the old practice and we have to ask your Lordship to allow us to substitute another form.

The Court: That is the practice now; it has been done before.

Dr. Ho Kai: Quite so, my Lord. The amendment is allowed then, I take it?

The Court: Oh yes.

Dr. Ho Kai: This is an application under section 2 of sub-section 2 of Number 7, 1889; the Ordinance entitled the Chinese Extradition Ordinance. After reading the sub-section in question, counsel proceeded: Your Lordship will see that the prisoner has exercised his right to apply for a rule nisi, and in support of his application he has filed a declaration, which is of some little length.

The Court: I have read it just now. The affidavit is taken as read.

The declaration in question was in the following terms:—I, Lu Ki Shing alias Lu Chai, at present detained at Victoria Gaol, do solemnly and truly declare and say as follows:—I was arrested in Hongkong on the 24th day of June, 1907, and committed to Victoria Gaol where I am still detained. I am accused of having on the 16th day of April, 1907, at the Village of Ha Heung in the U Ping District, Province of Kwang Tung in the Empire of China, in company with others, committed the offence of armed robbery. Such accusation is entirely untrue for the reason that I was in Hongkong from the 27th day of March, 1907, to the 10th day of May, 1907.

I am a Chinese Political Reformer.

On the 22nd day of May 1907 a rebellion broke out in the U Ping District, and the City of Wong Kong was attacked and captured by the Reform Party.

I was one of the leaders of the Reform Party taking an active part in the capture of the said city of Wong Kong.

After the said rebellion had been repressed the Government of China issued a proclamation on the 20th day of June, 1907, in which a reward of \$1,000 was offered for my capture for the part I had taken in connection with the said rebellion, but no mention was made therein of the offence of armed robbery with which I am now charged.

I escaped to Hongkong, where I was eventually captured on the 24th day of June, 1907, being arrested on that day on a warrant charging me for the first time with armed robbery.

The said warrant upon which I was arrested is a provisional warrant dated the 24th day of June, 1907, and does not state either the time or the place of the alleged robbery, or the names of the persons alleged to have been robbed, although, as subsequently alleged, the robbery is stated to have been committed on the 16th day of April, 1907, more than two months prior to my arrest.

It was not until the 20th day of July, 1907, nearly one month after my arrest, that two witnesses were brought from the Ha Heung Village to identify me as having taken part in the alleged robbery, although there is frequent steam connection between Hongkong and Swatow, which is distant only 30 miles or thereabout from the place where the robbery is alleged to have taken place; and the time occupied in travelling between Swatow and Hongkong is less than 24 hours.

The time and place of the alleged robbery, and the names of the persons now alleged to have been robbed, were of necessity omitted from the warrant at the time of my arrest on the charge of armed robbery, because, in fact I had never at any time or place committed robbery. I am informed and verily believe that at the time I was arrested the only information which had been given to the Chinese authorities respecting me was that I, Lu Chai, the rebel Reformer, was in Hongkong, and that thereupon requisition was made and I was arrested on the above mentioned warrant in blank.

I verily believe that the witnesses who have, subsequently to my arrest, upon the said warrant in blank, sworn to my identity, falsely, as I affirm, have been induced to do so by the reward of \$1,000 offered on the 20th day of June, 1907, for my capture as one of the leaders in the recent rebellion. I am acquainted with the witness U Tong Shek who gave evidence against me, and I know him to be a Yamen runner at the U Ping Yamen.

With reference to the said reward of \$1,000 and to my statement that I am a Reformer and took part in the recent rebellion in Swatow, I ask leave to refer to memorials sent to the Chinese authorities at Peking by the Viceroy of the Two Kwang regarding the rebellion, published in the Canton newspapers, in which I am mentioned by name and recognised as one of the leaders of such rebellion, but nowhere in such memorials am I referred to as a criminal, nor am I so described in the proclamation of the 24th June, 1907, offering a reward for my capture.

I verily believe that the requisition for my capture was in fact made with a view to try to punish me for an offence of a political character; and I am advised that I am entitled to the protection of section c sub-section 1 of the Chinese Extradition Ordinance 1889.

I am advised and believe that: (a) The evidence upon which I have been committed by the Magistrate does not amount to "Proof of guilt" within the meaning of Article 21 of the Treaty of Tientsin, 1858; nor does it raise a "strong probable presumption of guilt" within the meaning of Section 76 of the Magistrates Ordinance 1890. (b) That the evidence before the Magistrate is such as to prove to the satisfaction of the Magistrate within the meaning of section 4 sub-section 1 of the Chinese Extradition Ordinance of 1889 that the requisition for my surrender has in fact been made with a view to try to punish me for the part I took in the said recent rebellion in Swatow. (c) That the evidence before the Magistrate is sufficient to establish the fact that I was in Hongkong at the time when the offence with which I am charged is alleged to have taken place.

Do. Ho Kai: This is all I ask your Lordship to grant—the rule nisi.

The Court: Of course I have also read the Magistrate's judgment. As far as it goes the prisoner is a Reformer. You have him down here as a political Reformer.

Dr. Ho Kai acknowledged the fact.

The Court: Well, I will grant you a rule nisi.

Dr. Ho Kai: I think as the Long Vacation will shortly be upon us, your Lordship might fix a date after the date of the Long Vacation as will suit you.

The Court: Do you propose that your man should stay where he is?

Dr. Ho Kai: Yes, my Lord, we are quite willing that he should stay where he is.

The Court: He is safer there. Well then, shall I say for five weeks, with liberty to apply for a further extension if necessary?

Dr. Ho Kai: Yes, my Lord, that will do exactly.

The Court: You may alter your application. Dr. Ho Kai laughingly dissented.

The Court adjourned sine die.

## THE INUNDATION IN JAPAN.

CURIOUS SEQUEL.

The *Japan Chronicle* says:—It seems that the Fuji paper-mill is in difficulties owing to the scarcity of the supply of raw material for paper-making. The mill entered into a contract with the Kitani Unstee, forwarding agents in Shizuoka, for the transport of 300 tons of wood for paper-making daily for six months up to the end of this month. Owing to the interruption of the railway service on the Tokaido line by the inundations, the transport of the wood has been entirely stopped, while the stock in the mill is fast falling short. The quantity of paper required by newspaper offices in Tokio amounts to 100 rolls a day, and these offices are at present obtaining a supply from the Fuji and Yokkaichi paper-mills, but the transportation of paper has now been stopped. During the past few days 1,113 rolls were shipped by the *Urashima-maru*, *Eliza-maru* and *Hyogo-maru* and the newspaper offices in Tokio are said to be experiencing great inconvenience owing to the small stock of paper available.

Viscount Kuki, now residing in Kobe, has contributed ¥200 in aid of the relief fund for the sufferers from the recent inundations in and about Sanda, the Viscount's estate during the Tokugawa regime.

Mr. Izumi Hyojiro, of Sanuomiya, has also contributed ¥100 in aid of the same fund in Fukuchiyama, through the Kencho.

The Chinese Engineering and Mining Co., Ltd., announce that the total output of the Company's three mines for the week ending August 31, 1907 amounted to 19,866.74 tons and the sales during the same period to 15,535.24 tons.

## FIRE IN WING LOK STREET.

ONE HOUSE BURNED.

Shortly after one o'clock this morning a fire broke out at 180, Wing Lok Street, resulting in damage, approximately, to the extent of \$18,000. The ground floor of the building was occupied by a fire crackers dealer, the first and second floors being used by one Li Fu Lan, a cloth merchant. The fire, which originated in the ground floor, was discovered by the man on the look-out at No. 5 Police Station and the alarm sent in. By the time the fire brigade, under Captain Lyons, arrived, on the scene, the whole building was enveloped in flames. Fortunately, little or no wind was blowing at the time and, assisted by the heavy rain which was falling, the firemen were successful in extinguishing the flames before it had time to spread to the adjoining building. The whole building, however, was gutted. The ground floor, as far as we could learn, was uninsured, while the second and third floors were insured for \$16,000, covered by Messrs. Sander Wieler and Company.

THE NEW VICEEROY OF CANION.

We quote from a telegram from *The Times* Peking correspondent that Tsen Chun-huan, the Viceroy-elect of Canton, who since his appointment has not proceeded further than Shanghai, has at last, after many appeals on the ground of illness, been permitted to resign office and go into retirement. In China the Throne has no means of estimating the sincerity of a plea of illness, for the medical knowledge of the Court physicians is still empirical, corresponding to the knowledge in England in the time of the early Saxons. As a matter of fact, Tsen Chun-huan is seriously ill with a chronic renal affection. The new Viceroy of Canton is Chang Yen-chun. He was formerly Governor of Kwang-tung province, and was holding office when the post was abolished. At present he is Governor of Homan province. He has had a long official career in China and considerable intercourse with foreigners especially when he was Governor of Shan-si province. As Viceroy of Canton his attitude towards railway construction, trade, piracy and other questions will be a matter of deep concern to British interests in the Far East, and especially to the Colony of Hongkong. The appointment has been favourably received. —L. & C. Express.

## INCREASED INSURANCE RATES.

LARGE PREMIUMS OF COTTON.

The fire insurance premiums have been increased by 20 per cent. from this month on general goods stored in the premises of warehouse companies in Osaka. No sooner has this question been settled than the insurance companies have advanced the demand for a further increase. They have agreed among themselves to treble the present rate on raw cotton, and have given notice to warehouse companies from November 1st next that the rate would be so increased. The reason given for the demand is that raw cotton has been burnt since last spring to the value of ¥800,000 in the warehouses in Hyogo and Osaka of the Tokio Warehouse Company. This fact is sufficient to justify insurance companies in treating risks on raw cotton distinct from risks on general goods. The warehouse companies are protesting against the demand, and maintain that one increase has just been agreed to and that this further demand which so soon followed cannot be justified. —Japan Chronicle.

## THE NEW VICEEROY OF CANION.

We quote from a telegram from *The Times* Peking correspondent that Tsen Chun-huan, the Viceroy-elect of Canton, who since his appointment has not proceeded further than Shanghai, has at last, after many appeals on the ground of illness, been permitted to resign office and go into retirement. In China the Throne has no means of estimating the sincerity of a plea of illness, for the medical knowledge of the Court physicians is still empirical, corresponding to the knowledge in England in the time of the early Saxons. As a matter of fact, Tsen Chun-huan is seriously ill with a chronic renal affection. The new Viceroy of Canton is Chang Yen-chun. He was formerly Governor of Kwang-tung province, and was holding office when the post was abolished. At present he is Governor of Homan province. He has had a long official career in China and considerable intercourse with foreigners especially when he was Governor of Shan-si province. As Viceroy of Canton his attitude towards railway construction, trade, piracy and other questions will be a matter of deep concern to British interests in the Far East, and especially to the Colony of Hongkong. The appointment has been favourably received. —L. & C. Express.

## THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—

On the 16th at 12.35 p.m.—The barometer has risen a little in the neighbourhood of Hongkong, and fallen slightly over the Philippines, Formosa and the E. coast of China.

The depression over the Pacific is a typhoon. This morning it appears to be situated to the East of North Luzon, and to be moving towards N.W. or W.N.W. The Japanese returns are, however, not yet to hand.

The high pressure is probably lying over the N. part of the Sea of Japan.

The N.E. winds are expected to freshen in the Formosa Channel, and E. backing to N. winds will probably prevail over the N. part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 5.55 inches.

## FORECAST.

1.—Hongkong and Neighbourhood, E. to N.E. winds, moderate; fair.  
2.—Formosa Channel, N.E. winds, freshening.  
3.—South coast of China between Hongkong and Lamook, same as No. 1.

4.—South coast of China between Hongkong and Hainan, S.E. to E. winds, moderate.

## COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. .... 2 1/2 9/16  
Do. demand ..... 2 1/2 3/4  
Do. 4 months' sight ..... 2 1/2 3/4

France—Bank T.T. .... 2 1/2 3/4  
America—Bank T.T. .... 2 1/2 3/4  
Germany—Bank T.T. .... 2 1/2 3/4

India T.T. .... 16 1/2  
Do. demand ..... 16 1/2  
Shanghai—Bank T.T. .... 73  
Singapore T.T. .... 54 1/2 prem.

Japan—Bank T.T. .... 100 1/2  
Java—Bank T.T. .... 133 1/2

## Buying.

4 months' sight L/C. .... 2 1/2 3/4  
6 months' sight L/C. .... 2 1/2 3/4  
30 days' sight San Francisco & New York ..... 54 1/2

1 months' sight do. .... 55 1/2  
30 days' sight Sydney and Melbourne ..... 2 1/2 3/4  
4 months' sight France ..... 2 1/2 3/4  
6 months' sight do. .... 2 1/2 3/4

4 months' sight Germany ..... 2 1/2 3/4  
Har Silver ..... 31 5/16  
Bank of England rate ..... 4 1/2  
Bank of France ..... 23 1/2

Gold ..... 100 1/2  
Silver ..... 50 1/2

## To-day's Advertisements.

## VOLUNTEER CONCERT POSTPONED

to  
THURSDAY, 19th, at 9.15 P.M.  
All tickets taken for 14th will be available, or if not required the money will be returned.  
Hongkong, 16th September, 1907. [832]

## THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.  
(With liberty to call at the Malabar Coast).  
THE Steamship.

"HEADLEY,"  
will be despatched for the above Port, on or about SATURDAY, the 19th October.

For Freight, apply to  
ARNHOLD, KARBURG & Co.,  
Agents.  
Hongkong, 16th September, 1907. [835]

## THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED, will be held at Messrs. Jardine, Matheson & Co.'s Office, King's Building, Cross Street, Hongkong, on WEDNESDAY, the 18th day of September, 1907, at 12.30 P.M. when the following Resolution will be proposed:

- 1.—That the Capital of the Company be increased from \$2,000,000 to \$3,000,000 by the creation of 10,000 new shares of \$50 each.
- 2.—That such new shares be issued at par and be offered to those persons who are registered as shareholders of the Company on 1st December, 1907, in the proportion of one new share for every complete two shares held by them on 1st December, 1907.
- 3.—That the amount due for the new shares be called up on 31st December, 1907.

Should the above resolutions be passed by the required majority, they will be submitted for confirmation as special resolutions to a second extraordinary meeting, which will be subsequently convened.

Dated the 3rd September, 1907.

By Order of the Board,  
EDWARD OSBORNE,  
Secretary.

[834]

## CHARTREUSE

Chartreuse has never required, to be extensively advertised, its ancient fame has always been and is still sufficient for its success. An increase of imitations has recently appeared and it is necessary to put consumers on their guard and remind them that Chartreuse—the incomparable liqueur—in only made and can ONLY be made at the Grande Chartreuse, with the process which has remained its success.

As a guarantee of its authenticity, Consumers are advised to insist upon seeing the label which should bear the well known signature and emblems.

## CHARTREUSE

[834-A]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUTSANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., the 17th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 16th September, 1907. [6]

S.S. "NERA"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Dordogne* and *Malapan*, from Havre ex s.s. *Malapan*, and from Bordeaux ex s.s. *Cambrai*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 23rd September, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 23rd September, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 23rd September, at 3 P.M.

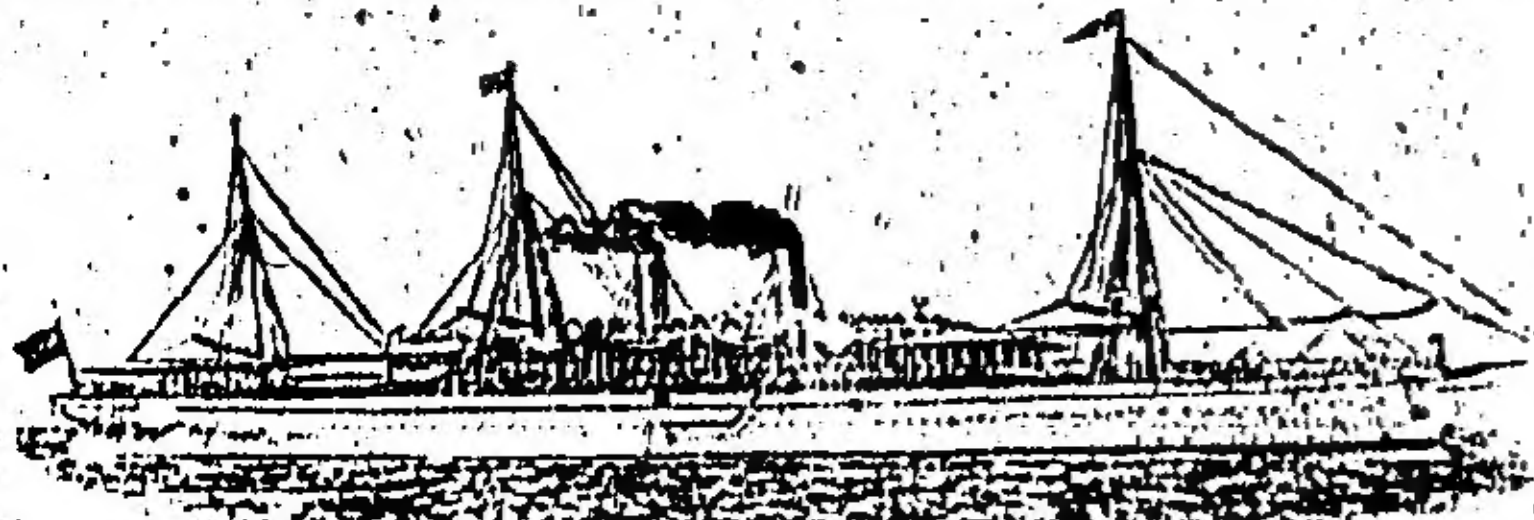
No Fire Insurance has been effected.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 16th September, 1907. [170]



## Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

## Luxury—Speed—Functuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean Travel.

11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration).
R.M.S. "EMPEROR OF CHINA" 6,000 Tons. LEAVE HONGKONG. ARRIVE VANCOUVER	THURSDAY, Sept. 26th. Oct. 14th.
R.M.S. "EMPEROR OF INDIA" 6,000 Tons. LEAVE HONGKONG. ARRIVE VANCOUVER	THURSDAY, Oct. 24th. Nov. 11th.
R.M.S. "EMPEROR OF JAPAN" 6,000 Tons. LEAVE HONGKONG. ARRIVE VANCOUVER	THURSDAY, Nov. 6th. Nov. 30th.
R.M.S. "EMPEROR OF CHINA" 6,000 Tons. LEAVE HONGKONG. ARRIVE VANCOUVER	THURSDAY, Dec. 19th. Dec. 28th.
R.M.S. "EMPEROR OF INDIA" 6,000 Tons. LEAVE HONGKONG. ARRIVE VANCOUVER	THURSDAY, Dec. 19th. Dec. 28th.

THE "Empress" steamers will depart from Hongkong at 4 P.M. Intermediate steamers at 12 Noon.

THE "Empress" steamers will depart from Hongkong at 4 P.M. Intermediate steamers at 12 Noon.

## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI VIA SWATOW .....	KWONGSANG	TUESDAY, 17th Sept., Noon.
SHANGHAI VIA FOOCHOW .....	HINSANG	WED'DAY, 18th Sept., Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI .....	KUTSANG*	THURSDAY, 19th Sept., 4 P.M.
MANILA .....	YUENSANG*	FRIDAY, 20th Sept., 4 P.M.
TIENTSIN .....	CHEONGSHING*	SATURDAY, 21st Sept., 4 P.M.

## REDUCED FARES TO STRAITS &amp; CALCUTTA.

	Single.	Return.
Hongkong to Singapore 1st Class	\$ 65	\$ 100
Penang	85	130
Calcutta	165	250

\* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Cebu, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to.

JARDINE, MATHESON & CO., LD.,  
General Managers.

Hongkong, 16th September, 1907.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL.
HONGKONG & HAIPHONG	"SI YUAN" 17th	Sept. daylight.
SHANGHAI DIRECT	"KIUKIANG" 17th	" Noon.
MANILA	"TEAN" 17th	" 4 P.M.
HONGKONG & HAIPHONG	"CHIEH" 18th	" daylight.
CHEFOO & NEWCHANG	"KWEIYANG" 18th	" 4 P.M.
SWATOW, NINGPO & SHANGHAI	"SHAHSING" 20th	" 4 P.M.
SHANGHAI & CHINKIANG	"KANSU" 21st	" daylight.
CHEFOO & TIENTSIN	"KUEIHOW" 22nd	" 4 P.M.
SWATOW & SHANGHAI	"YUEHOW" 25th	" 4 P.M.
CEBU and ILOILO	"KAITONG" 26th	" 4 P.M.
MANILA, ZAMBOANGA & COLONIES	"CHANGSHA" 27th	" 4 P.M.
YOKOHAMA & KOBE	"CHINGTU" 10th	Oct. 10

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvalued table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to.

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 16th September, 1907.



## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon midships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	Fraser	MANILA	SATURDAY, 21st Sept. 1907.
RUHI	2540	Almond	"	SATURDAY, 28th Sept. 1907.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 16th September, 1907.



## HONGKONG-NEW YORK.

AMERICAN ASIATIC  
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship "OCEAN MONARCH" To sail On the 2nd November, 1907.

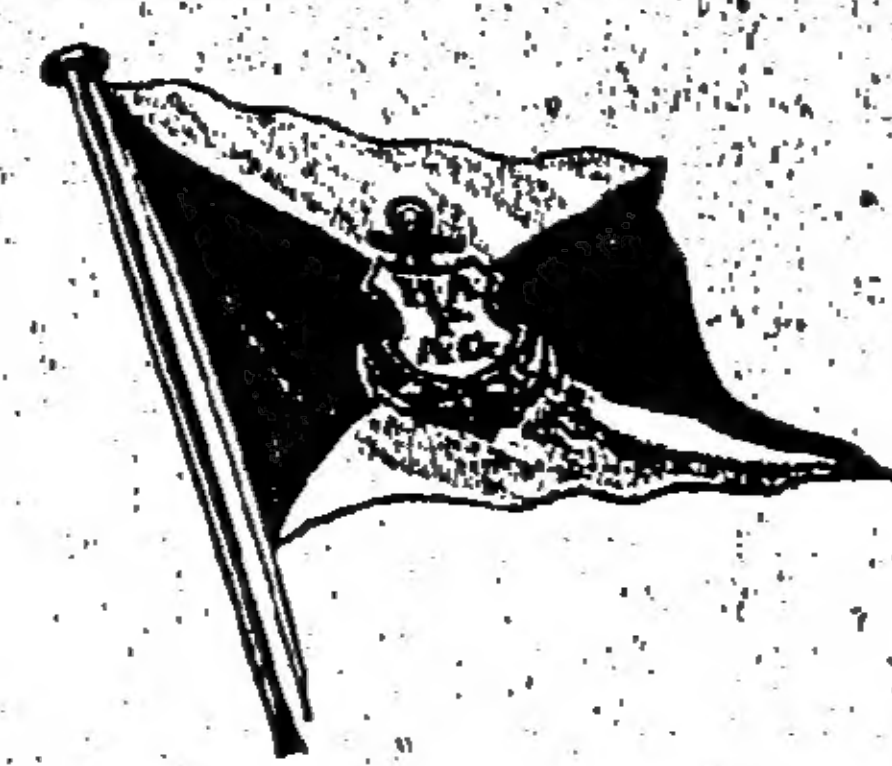
For Freight and further information, apply to

SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, 15th September, 1907.

## Shipping—Steamers.

## HAMBURG-AMERIKA LINIE.



159 Ocean Steamers

with

912,000

Br. Reg. Tons.

## PASSENGER SERVICE.

RHENANIA, HANBURG, HOHENSTAUFEN, SILESIA, SCANDIA.

HIGHEST COMFORT, ONLY  
LOWER BERTHS.

Laundry on board, Doctor, Stewardesses carried.

Ports of call: NAPLES, PLYMOUTH, HAVRE, HAMBURG.

NEXT SAILINGS FROM HONGKONG.

Outward.

Homeward.

HOHENSTAUFEN ... 1st Oct.	RHENANIA ... 2nd Oct.
SILESIA ... 2nd Nov.	HOHENSTAUFEN ... 30th Oct.

Hongkong, 2nd September, 1907.

COMPAGNIE DES MESSAGERIES  
MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"NERA."

Captain C. Schmitz, will be despatched for the above Ports, TO-MORROW, the 17th inst., at 9 A.M.

For Freight or Passage, apply to  
G. DE CHAMPEAUX,  
Agent.

Hongkong, 16th September, 1907.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING."

Captain E. Fey, will be despatched for the above Ports, on TUESDAY, the 17th inst., at 1 P.M., instead of as previously advertised.

For Freight and Passage, apply to  
DAVID SASSOON & CO., LIMITED,  
Agents.

Hongkong, 12th September, 1907.

FOR DALNY.

THE Steamship

"KARONGA"

will be despatched for the above Port, on the 20th inst.

For Freight, apply to  
SHEWAN, TOMES & CO.,  
Agents.

Hongkong, 12th September, 1907.

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,  
(Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"ALDENHAM."

Captain St. John George, will be despatched as above, on SATURDAY, the 28th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, 5th September, 1907.

## NORTHERN PACIFIC LINE.

## BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with  
NORTHERN PACIFIC RAILWAY  
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA, B.C., AND TACOMA.

VIA  
MOJI, KOBE AND YOKOHAMA.

Steamer	Tons.	Captain.	Sailing.
Superic	6,235	W. Shotton	1st Oct.
Kumaric	6,232	D. Baird	15th Oct.
Shawmut	9,666	E. V. Roberts	6th Nov.

\* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,  
ATTENDANCE AND CUISINE, ELECTRIC  
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to  
DODWELL & CO., LIMITED,  
General Agents.

Queen's Buildings,  
Hongkong, 2nd September, 1907.

REGULAR STEAMSHIP SERVICE  
TO NEW YORK.

VIA PORTS AND SUEZ CANAL,  
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "SIKH" 5th Oct.

S.S. "MUNCASTER CASTLE" 26th Oct.

\* This steamer has excellent Saloon Accommodation for First-class Passengers at moderate rates.

For Freight and further information, apply to  
DODWELL & CO., LIMITED,  
Agents.

Hongkong, 13th September, 1907.

TOYO KISEN KAISHA.  
SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE  
BETWEEN  
HONGKONG, CALLAO

AND  
IQUIQUE via JAPAN PORTS  
(KARATSU, KOBE AND YOKOHAMA).

With option to call at MEXICAN and other Coast ports.

Steamers Tons To sail

"KASATOMARU" 5,100 About Middle of Oct., 1907.

"KATHERINE PARK" 4,000 About End of Nov., 1907.

Taking Freight and Passengers to other Eastern and Western Coast ports of South America in connection with Steamers of the Pacific S. N. Co.

For further information as to Freight and Passage, apply to  
K. MATSUDA,  
Manager,  
Yokohama Building.

Hongkong, 2nd September, 1907.

## STREAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SAI" Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey.....\$4.

Meals .....\$1.25 each

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,  
and  
SHIU ON S.S. CO., LD.,  
No. 8, Queen's Road West.

Hongkong, 3rd July, 1907.

## Intimations.

FABST BREWING COMPANY,  
MILWAUKEE.

## FRESH SUPPLIES

ALWAYS KEPT IN STOCK

BY  
SIEMSEN & CO.,  
Agents for  
HONGKONG & SOUTH CHINA.

Hongkong, 29th July, 1907.

GREEN ISLAND CEMENT COMPANY,  
LIMITED.

## PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.50 per Cask

ex Factory.

In Bags of 250 lbs. net \$2.70 per Bag

ex Factory.

SHEWAN, TOMES & CO.,  
General Managers.

Hongkong, 2nd October, 1906.

WEATHER-FORCASTS AND  
STORM-WARNINGS ISSUED  
FROM THE HONGKONG  
OBSERVATORY.

## METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station, at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.

Signal No.

1. A CONE point upwards indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and DRUM below indicates a Typhoon to the North-East of the Colony.

3. A DRUM indicates a Typhoon to the East of the Colony.

4. A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.

5. A CONE point downwards indicates a Typhoon to the South of the Colony.

6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.

7. A BALL indicates a Typhoon to the West of the Colony.

8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. *Tamar*, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. *Tamar*.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted for the Day Signals, at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock. Aberdeen.

Waglan. Sai Ki Wan.

Stanley. Sai Kung.

Cape Collinson. Sha Tau Kok.

Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the light-houses.

F. G. FRIDG,  
Director

26th July, 1907.

## SELLING THE PHILIPPINES.

The *New York Tribune* says editorially:—A correspondent of the *Rockley Democrat and Chronicle* sends us a clipping of a letter which he has written to that paper on the "Disposal of the Philippines," with a request that we reprint and comment upon it. Briefly stated, he suggests that the United States should cede the Philippines to Japan, and that in return Japan should pay the United States in cash the total cost of our acquiring and holding the islands, the amount to be determined by arbitration if necessary, should acquiesce in whatever immigration laws this country or any of its states might enact, should adopt for herself the United States Constitution so far as religious liberty is concerned, and should officially favour for acceptance of Christianity by all the people. Thus, he concludes, thousands of millions of souls will be saved from an eternal hell.

We regret to say that we cannot approve the scheme. In the first place, the United States is not in the real estate selling business. In the second place, it would be a fearsome thing to incur the wrath of the anti-imperialists by thus selling the people of those islands to another government without their consent. Third, we have no idea that the United States is in danger of being consumed with a desire to get rid of the Philippines. Fourth, we have no assurance that Japan is sitting up at night in eagerness to acquire them. In the fifth place, while we are quite ready to submit some disputes to arbitration, after they have inevitably occurred, we cannot approve the creation of disputes with a view, in advance, of having them arbitrated. In the sixth place, we have no idea Japan would assent to an abrogation of her present treaty rights and to invidious discrimination against her hereafter. Seventh, we have no idea that Japan would agree to the substitution of our Constitution for her own, even in part. Eighth, it would seem to be slightly contradictory to ask Japan to adopt absolute religious freedom and equality and at the same time to give official favour to one certain religion.

We may add, in the ninth place, the notion that war between America and Japan is the alternative to our surrender of the Philippines to that country seems to us entirely fantastic and preposterous, and, in the tenth place, while we are heartily in accord with all efforts for the spiritual improvement of mankind, we are not fully persuaded that the only possible escape from eternal torment is through a politically imposed or politically promoted form of worship. There are various other reasons for dissenting from the ingenious views of our contemporary's correspondent, but—the weather is hot and our space is limited.

The *Cablenews* would add "in the eleventh place," that even if Japan were the tender mercies of the Mikado, the United States would accept the arbitration of arms before venging the Filipinos to the Asiatic Power.

In the twelfth place, and this unfortunately is not mentioned by the *Tribune*, and we admit its insignificance compared with the altruistic and patriotic reasons given, afore, the Philippines are exceedingly valuable to America as a naval and military base, and are intrinsically the seat of untold mineral, agricultural and arboreal wealth.

In 20 years from now, if these islands are developed commercially half as thoroughly as they should be, the Philippines will be exporting immensely rich cargoes of gold and copper, rubber, gutta percha, precious woods, pearls and other growths and finds, to say nothing of the enormously multiplied cargoes of copra, hemp, sugar, tobacco and the other crops now prominent.

Railroads running mean business booming here. Each mile of track supplemented by good wagon roads adds to the potentiality of the land nearby. The Philippines will be as Alaska, a thousand per cent. investment on the money expended by the United States and by private enterprise.

## For Sale.

HUMBER  
CYCLES.THE BEST IN THE







## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADDOORIE &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.		
<b>BANKS.</b>							
Hongkong & Shanghai Banking Corporation (new)	80,000	\$125	\$125	\$1,000,000	\$1,797,167	{£1.15/- for 1-year ending 30.6.07 @ ex 2 1/2 9/16 = \$16.04	4 1/2 %
National Bank of China, Limited	99,925	£7	£6	\$12,735	\$71,293	\$2 (London 3/6) for 1903	...
<b>MARINE INSURANCES.</b>							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,575,000	\$233,638	\$20 for 1905	7 1/2 %
North China Insurance Company, Limited	10,000	£15	£5	\$110,000	Tls. 185,529	{Interim of 7/16 for account 1906 @ ex 2/10 11 16 per cent.	6 %
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$3,000,000	\$1,460,410	{Final of \$12 making \$42 for 1905 and interim of \$30 for 1906	5 1/2 %
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$70,000	\$461,467	\$12 for year ending 31.12.05	7 %
<b>FIRE INSURANCES.</b>							
China Fire Insurance Company, Limited	20,000	\$100	\$30	\$1,000,000	\$362,980	\$6 and bonus \$2 for 1905	9 1/2 %
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,250,000	\$435,236	\$40 for 1905	12 1/2 %
<b>SHIPPING.</b>							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$7,000	\$365	\$1 for 1906	6 1/2 %
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$2,500,000	Nil.	\$2 1/2 for year ended 30.6.1906	6 %
Hongkong, Canton & Macao Steamboat Co., Ltd.	50,000	\$15	\$15	\$750,000	\$27,101	\$1 for 1st half-year ending 30.6.07	7 1/2 %
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	\$60,000	£3,694	5/- for 1906 @ ex 2 1/2 = \$2.24 per share	3 1/2 %
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 54,372	Tls. 13,327	Interim of Tls. 12 for account 1907	11 1/2 %
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	\$1,000,000	£172,370	Interim of 1/- (Coupon No. 8, for a/c 1907	10 1/2 %
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$50,000	\$137	{£1.00 for year ending 30.4.1907 £0.50	{ 5 % 5 %
Taku Tug and Lighter Company, Limited	50,000	Tls. 50	Tls. 50	Tls. 410,479	Tls. 18,730	Final of Tls. 2 making Tls. 6 for 1906	12 1/2 %
<b>REFINERIES.</b>							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$450,000	\$9,218	\$8 for year ending 31.12.06	8 1/2 %
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Tls. 8,935	\$3 for 1907	...
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	...	Tls. 4 (8 %) for year ending 31.8.06	4 1/2 %
<b>MINEING.</b>							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$110,000	£12,546	Interim of 1/6 for a/c year ending 28.2.07	4 %
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	\$150,000	£11,358	No. 12 of 1/- = 48 cents	...
<b>DOCKS, WHARVES &amp; GODOWNS.</b>							
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$64,124	\$10,335	\$1.75 for year ending 31.12.06	10 1/2 %
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$2,000,000	\$3,047	Interim of \$2 for six months ending June 30th 1907	6 1/2 %
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$500,000	\$401,580	\$4 for 1st half-year ending June 30th, 1907	7 1/2 %
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 10,459	Tls. 3 for year ending 30th April 1907	4 %
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 487,210	Tls. 23,117	Interim of Tls. 8 for account 1907	8 %
<b>LANDS, HOTELS &amp; BUILDINGS.</b>							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 15,000	Tls. 3,388	Tls. 6 for 14 1/2 months ending 28.2.07	6 %
Astor House Hotel Company, Limited (Shanghai)	20,000	\$25	\$25	\$500,000	\$16,908	\$2 1/2 for year ending 30.6.07	9 1/2 %
Central Stores, Limited	50,123	\$15	\$15	\$751,845	\$9,178	\$1.80 for 1906	12 %
Hongkong Land Company, Limited	12,000	\$50	\$50	\$600,000	\$10,225	\$4 for 1st half-year ending 30.6.07	10 1/2 %
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$5,000,000	\$56,218	Interim of \$3 1/2 for half year ending 30.6.07	7 1/2 %
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,500,000	\$11,567	80 cents for 1906	7 1/2 %
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$300,000	\$1,089	\$2 1/2 for 1906	7 %
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 869,493	Tls. 61,978	Interim of Tls. 3 for account 1907	7 1/2 %
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,519	Interim of \$2 for half year ending June 30th	8 1/2 %
<b>COTTON MILLS.</b>							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 150,000	Tls. 64,986	Tls. 10 for year ended 31.10.1906	15 1/2 %
Hongkong Cotton Spinning, Weaving & Dyeing Company, Limited	125,000	\$10	\$10	Tls. 45,939	\$14,369	50 cents for year ending 31.7.07	4 1/2 %
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 150,000	Tls. 36,211	Tls. 6 for year ended 30.9.06 (8 %)	11 1/2 %
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 31,409	Tls. 8 for 1906	8 1/2 %
Soy Chee Cotton Spinning Company, Limited	7,000	Tls. 500	Tls. 500	Tls. 28,257	Tls. 50,663	Tls. 50 for 1906	16 1/2 %
<b>MISCELLANEOUS.</b>							
Bell's Asbestos Eastern Agency, Limited	8,604	£12 1/2	£12 1/2	£1,299	£638	1/3 per share for 1906	9 %
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$12,000	\$653	\$3 for 1905	...
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	\$1 for 1904	...
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905	...
China Light and Power Company, Limited	10,000	\$10	\$10	none	\$25,000	60 cents for year ended 28.2.05	...
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$1,000,000	\$855	80 cents for 1906	9 %
Dairy Farm Company, Limited	25,000	\$7 1/2	\$7 1/2	\$187,500	\$2,555	\$1.30 for year ending 31.7.1906	7 1/2 %
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000	\$10,804	Interim of 50 cents per share for a/c 1907	9 %
Hall & Holtz, Limited	21,000	\$20	\$20	\$420,000	\$15,002	\$2 1/2 for year ending 28.2.07	11 1/2 %
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$2,953	\$1 per share for year ending 28.2.07	7 1/2 %
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000	\$4,361	Interim of \$4 for 1-year ending June 30th '07	9 1/2 %
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$500,000	\$4,212	Interim of 80 cents per share for a/c 1907	8 %
Matschappij tot Mijn- en Landbouw- exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500	Tls. 10,374	Second interim div. of Tls. 7 1/2 for a/c 1907	9 %
Peak Tramways Company, Limited	25,000	\$10	\$10	none	\$2,655	\$1 per share for period from 19th Oct. to 30th Apr. '07	8 1/2 %
Peak Tramways Company (new)	50,000	\$10	\$10	none	...	...	...
Philippine Company, Limited	77,500	\$10	\$10	none	Dr. P. 34,324	None	...
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 7,990	Interim of Tls. 3 1/2 for account 1907	7 1/2 %
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	Tls. 67,323	Tls. 9,751	Tls. 4 for 1905	...
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 45,000	Tls. 3,354	Final of Tls. 2 and Tls. 10 for 1906	...
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 190,000	Tls. 7,843	Final of Tls. 6 making Tls. 10 for 1906	8 1/2 %
Shanghai Waterworks Company, Limited	8,175	£20	£20	Tls. 190,000	Tls. 85,592	Interim of 15/- for account 1907	...
South China Morning Post, Limited	7,200	\$25	\$25	none	Dr. \$41,934	Interim of 11 1/3 for account 1907	...
Steam Laundry Company, Limited	20,000	\$5	\$5	none	\$214	30 cts. (old) & 15 cts. (new) year ended 31.5.06	4 1/2 %
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,295	Tls. 201	Tls. 6 1/2 for year ending 30.4.07	...
Union Waterboat Company, Limited	50,000	\$10	\$10	none	\$349	First year	...
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$100,000	\$1,360	80 cents on 9,000 ord. shares and \$19.80 on 100 Founders shares for yr. end, 31.5.07	8 %
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$900,000	\$5,482	Final of 40 cents per share making 80 cents for year ending 31.12.07	7 1/2 %
William Powell, Limited	15,000	\$10	\$10	\$150,000	\$4,500	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	10 %

\* These shares are entitled to half of the profits.

## Shipping Steamers



## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.  
(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICA and SOUTH AFRICAN PORTS.)

## THE Steamship "MALTA."

Captain R. A. Peters, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 21st September, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Company's S.S. *Mongolia*, 9,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Atabia* due in London on 2nd November, 1907.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to  
E. A. HEWETT,  
Superintendent,  
Hongkong, 7th September, 1907.

## MESSAGERIES MARITIMES FRENCH MAIL STEAMERS.



STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DUE, ROUTE, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

## The S.S. "TOURANE."

Captain Lancelotti, will be despatched for MARSEILLES TO-MORROW, the 17th September, at 1 P.M.

This Steamer connects at Colombo with the Australian line s.s. *Armand D'Almeida* bound for Marseilles via Bombay and Aden.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:

S.S. *AUSTRALIEN* ..... 1st Oct.  
S.S. *NERA* ..... 15th Oct.  
S.S. *VARRA* ..... 29th Oct.  
S.S. *ERNEST SIMONS* ..... 12th Nov.  
S.S. *TOKIN* ..... 26th Nov.  
S.S. *POLYNESIEN* ..... 10th Dec.

G. DE CHAMPEAUX,  
Agent.  
Hongkong, 4th September, 1907.

## Intimations.

## ACHEE &amp; CO.

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## FURNITURE,

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## DEPOT

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Hongkong, 16th May, 1906.



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